30¢

Cycle News

VOLUME VIII NUMBER 45
November 23, 1971

WEST

America's largest and most complete weekly motorcycle newspaper

JUSTICE TRIUMPHS

By Russ Sanford

At 11:30 a.m., on Monday, November 8th, 1971, California's off-road vehicle enthusiasts achieved their finest hour. At that minute, the Senate Finance Committee defeated Assemblyman Z'berg's infamous AB 3069. Those voting against the anti-ORV Bill were:

Senator Clair W. Burgener representing San Diego County.

Senator Walter W. Stiern representing Kern and Kings County.

Senator Fred W. Marler Jr., representing Butte, Colusa, Glenn, Shasta, Solana, Sutter, Tehama, Yolo, and Yuba Counties.

Senator Stephen P. Teale representing Alpine, Amador, Calaveras, El Dorado, Lassen, Modoc, Nevada, Placer, Plumas, Sierra, Stanislaus, and Tuolomne Counties.

Instead of boring you with all of the details, let's just take a few seconds and wish these honest and deserving men a most rewarding career. They certainly deserve it for saving our sport for us. And let's also offer our thanks to all of those persons who responded to our appeals for letters in opposition to AB 3069.

EDITOR'S NOTE: In case you hadn't noticed, MORE is the organization which is preserving and shaping the future of motorcycling in California. MORE's 12,000 members each contribute a dollar per year to help the administrative costs. Russ and Doris Sanford donate all of their time to this worthwhile cause. What are you doing to help? If you are not already a member, send your dollar to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

Hawk Flies But Can't Swim

By Bruce Flanders

The Honda Hawk, out to break the World Land Speed Record of 265 mph and surpass the 300 mph barrier, proved that it can fly but can't swim. After clocking through the traps at 285 miles last weekend, the Hawk again pushed over the salt at Bonneville, Utah late last week with 280 mph in one direction but holed a piston in one engine to prevent a return run.

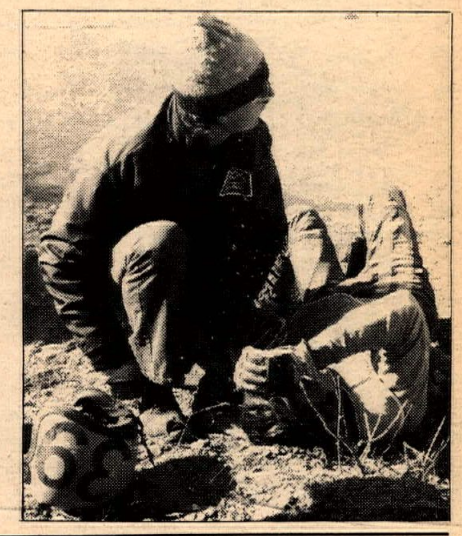
The crew repaired the problems Saturday and were prepared to make an all-out attempt at the record Sunday, but when the crew awoke in the morning, they found that nine of the dozen miles of the flats were under water from a heavy rain the night before.

The Honda crew with Jon McKibbon the pilot, has left the flats and have stored the streamliner in local Windover, Utah, while waiting for the salt to dry up.

Next week Cycle News should have the complete record attempt report unless the Hawk returns for yet another try at Cal Rayborn's and Harley-Davidson's record.

Southern California's version of the CMC will, as of Jan. 1, 1972, require silencers at all its motocross events so CMC heads Kelvin Franks and Stu Peters got together with Hooker Headers recently to check out eh noise levels of various machines with and without silencers. Above, Rick Vesco of Hooker Headers takes a db reading under mock race conditions at Saddleback Park. Some neat readings came up, including a 250 Yamaha which wailed at 107 dbs with an open chamber but quieted down to 94 dbs when fitted with a silenced Hooker. Other readings were comparable with drops of nearly 10 dbs per motorcycle tested. All this, a step in the right direction.

Photos by Ken Dunlap
Cycle News East



There was absolutely no way possible Bengt Aberg could keep his machine upright once he landed after going over that controversial jump just after the starting area at the St. Peters Trans-AMA last weekend. Aberg came down hard and fractured his collarbone. Right, Gunnar Lindstrom tries to give aid to the injured Swedish former World Champion.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

the latest poop

By Papa Wealey

The Trans-AMA circuit has been too long. This weekend most riders felt fatigued from the state-to-state grind and many were openly outspoken with disapproval of many aspects. One rider complained that he had been thrown in jail twice in one day although no charges were pressed, in Ohio. Another mentioned that he will end up driving somewhere around 20,000 miles before the three-month show is over. Yet another, a highly competitive rider, said he just plain ran out of money and was forced to drop out for a few races. At any rate, next year this series ought to be held down to no more than eight meetings, preferably less.

* * *

BRYAN KENNEY will forego the Seattle Trans-AMA to visit Yamaha International in SoCal to get his Yamaha in faster condition. Tulsa saw his best ride since he switched from Husky three weeks ago: 17th. "It doesn't make me look good and it doesn't make them look good," he said.

* * *

BOB GROSSI says his arm and hand is all healed up now, but that he still thinks about it "and that makes it hurt." After the first pro moto at the Hopetown Classic, Bob was complaining that his arm "was about to seize on me." He proceeded, "I got pumped up and the adrenalin started flowing and now it doesn't hurt."

* * *

TOM ROCKWOOD went out and rode a few laps Saturday but had a little trouble with his gear shift lever — it broke off. DAVE SMITH tried riding it but couldn't do anything because "it had only one gear — third." Tommy was happy with his performance, although he finished way down the list, because last year he only made it to the first turn before being forced out.

* * *

Biggest cheers of the entire weekend came when one of the Dirt Diggers' Patrolman dumped it in the water hole. NATE SCIACQUA, Dirt Diggers President, immediately commented, "I don't even have to look; it's got to be one of our patrolmen down." The crowd really ooh-ed and ah-ed and really gave it to him in jest.

* * *

"Did it really take HAP SPOONS 14 years to clean out the unwanted copies of 'a single issue'?" asks RUSS SANFORD, M.O.R.E. mentor. To which we reply: "Sure did — the guy did it one page at a time."

* * *

Your favorite sport and mine goes on the air in the Los Angeles area beginning this next week or so. Cycle News time will be at 7:30 p.m. Monday through Friday on radio station KLAC (570 AM). Brought to you, as they say, by Escape Country, some Southern California motorcycle dealers and starring LARRY (Fliplip) HUFFMAN. Your favorite newpaper (and mine) will be supplying headlines hot off the ticker.

* * *

The long-awaited Supreme Court ruling on the constitutionality of motorcycle helmet laws may soon come about as the result of a Massachusetts rider's persistence. CHARLES SIMON, a 30-year veteran rider, has engaged the top-ranked law firm of Crane, Inker and Oteri to handle his case. He paid tham a $5,000 retainer, but the total cost may go as high as $50,000. The AMA has already promised $2,500 toward the test case and New England riders have ponied up $800. To raise the rest, Simon and friends have formed the NATIONAL UNCONSTITUTIONAL HELMET COMMITTEE, whose initials, thankfully, don't spell anything. Contributions are solicited to the Committee in care of Motorcyclist's Post, Stiles Lake Ave., Leicester, Mass. 01524.

* *

Reliable sources say the 250-Mile National at Ontario previously planned for February (between Houston and Daytona) will be held off for a later date. Two months are currently being tossed about: June and October. Since two race dates are already set for October, it seems June will be the most likely time of year, which means more pleasant weather, etc...also from OMS, that super drag showdown planned for the facilities Nov. 20-21, will not — repeat — will not have the powerful two-wheelers entered; word of mouth was spreading that it would have a match-off between JOE SMITH and BORIS MURRAY but Smith broke his hand at Lions a few weeks back. Anyway, no bikes.

* * *

We see where DAVID BYNUM and GLENN BLANTON, two fellows who got turned on to DON WOODS' epic Maine-to-California trip on a 125 Rapido, have recently turned in a coast-to-coast record run on a pair of 90cc Kawasakis. The pair left Newport Beach, Calif., at 6:18 a.m. the day after Ontario National, and Dave parked his machine in Jacksonville, Fla., at 7:45 p.m. two days later after a 58 hour, 27 min. trip. Glenn pulled up beside him at 4:11 p.m. the following day after 78 hours and 7 mininutes on the 2,731.7 mile road. Seems Mr. Woods has started something.

* * *

Something that borders on the edge of insanity: take, for instance, BOB MARTIN who last month trekked from the Dixie area all the way to Southern California on a, now get this, RUPP MINI BIKE. Even though it took him 18 days, it is still a record. Seems he did it on a bet; his winning? $100 and the mini. When asked if it was worth it, he said, "If only for the looks on state troopers' faces."

* * *

Just like everyone else, we were quite happy to see the U.S. get the ISDT for 1973, but why didn't the AMA release the possible sites for it? Latest word so far is that Tennessee tops the possibility list and that Ed Youngblood of the AMA has been trailing about Southern Ohio eyeing out that area...we should get the official word soon.

* * *

Persistent rumor making the rounds is that the biggest 'motorcycle give-away' ever staged in California is about to get underway. Word is dealers and distributors all over the state will be going all-out to help raise the membership of a very deserving motorcycle organization. Seems the contest will be limited to the members of that organization.

The neat thing about it is he's going backwards!!

CUT OUT & SAVE

ASCOT

NOW! FRI. 8:00
MOTO CROSS
CYCLES

THISSAT.7:30
DUNE BUGGIES
Plus-BajaBugs

GRAND CHAMPIONSHIP
$4,000.00 PURSE
MILE DIRT TRACK

SUN. 7:30
CRISS-CROSS
STOCK CAR
FIGURE 8's!

PLUS SENSATIONAL NEW
ALL GIRL Destruction Derby

SPECIAL & ADDED!
SUN 2pm
20 LAP CALIF. STATE CHAMPIONSHIP HALF-MILE
Jody Nicholas vs Mel Lacher
& 100 TOP BIG BIKE HOT SHOES

SUN. NOV. 21

PASS TWO 50¢ Savings Per Person
Show this ad at the BOX OFFICE

18400 S. VERMONT PLENTY OF PARKING
HARBOR & SAN DIEGO FREEWAYS IN GARDENA
CUT OUT & SAVE

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY FRIDAY

CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM. $400 purse, Experts — trophies, Juniors and Intermediates. General admission, $2.95, Junior admission $1.95. Kids admission $.50. Under 8 Free.

ROUGH RIDER CYCLE PARK
Open Sat., Sun. & Holidays only
from 8 am until sunset
until further notice
Family fun & motocross practice
5131 Tapo Canyon Rd.
Simi Valley, Ca. 93063

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA. 90801. CYCLE NEWS is not responsible for incorrect information.

TUESDAY, NOVEMBER 16

FREE MOTORCYCLE TRAINING, Long Beach City College, B&T Campus, 1305 E Pacific Coast Hwy, Long Beach, CA 90806. Report at Room 310 at 6:30 pm. 213/436-1251, 599-2421.

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, NOVEMBER 18

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, NOVEMBER 19

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

HRA TT ½-MILE, 395 Cycle Park, Adelanto, Ca. Each entry $2.25, $1.50 gate. 714/246-6109.

ACA MX, Osteen Park, Pomona, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Saddleback Park, CA. $5 mail (10/12), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves. Silencers.

TT, Dusters. Rains Racwy, 2½ mi E of Academy Blvd., off Hwy 24 nr Colo. Springs, Colo. Cash to A riders. 303/596-5454.

HARE SCRAMBLES, Polka Dots. Limed from Jackson, Ca. 11 am. $4. Camping. Silencers. Wilseyville, Schaad's Resort, Ca Info 4555 Auburn Ave., No. 21, Sacramento

ATTENTION CLUBS, PROMOTERS, AND RACE FANS IN GENERAL: All listings that appear on a REGULAR basis in the free Calendar column will be discontinued at the end of the year. Please renew these as soon as possible so the Calendar Editor can get his file together in time for the 1972 onslaught. Box 498, Long Beach, CA 90801.

SATURDAY, NOVEMBER 20

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. 9:30 am. 100% trofees. placks. $5 mail, $8 post. Qualifiers advance to 11/21 program. Box 174, Newhall, CA 91321. 805/259-8007.

SUNDAY, NOVEMBER 21

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. $2 ride. $1.50 watch.

TT, Mile High. Slaughterhouse Gulch Rcwy, Prescott, Ariz. Noon. $2.50 bike, $1 gate. 602/445-0022, 445-0315.

ACE ALL-JUNIOR MX, Baymare Racetrack, Moorpark, Ca. Trophies & placques. All classes inc. beginners only. $5 mail, $7 post. Box 174, Newhall, CA 91321. 805/259-8007.

HARE & HOUND, SoCal. Umpteenth Annual Turkey Run. Limed from Wagon Wheel, Red Rock Cyn, Ca. $4.25 entry. Trail Novs go two loops. Pins & jackets. 10 am. Class winners chase live turkeys. (Scientists have proved that killing turkeys causes Winter, by the way.)

ACE MX, Indian Dunes, Valencia, Ca. 9:30 am. Old timers, PPers. $5 mail, $8 post (Jrs), $10 post (Srs). $500 purse. Box 174, Newhall, CA 91321. 805/259-8007.

TRIALS, P.I.T.S. 4th Annual Championship; 2nd round of California championship. Try to beat Mick Andrews. Harris Ranch, Hollister, Ca. 415/344-7865.

(Please turn to page 26)

THE WORLD'S GREATEST INTERNATIONAL MOTOCROSS STARS IN THE FINEST MOTOCROSS ON THE WEST COAST IN 1971. ☐ **JOEL ROBERT,** 250CC WORLD CHAMPION, BELGIUM ☐ **ROGER DE COSTER,** 500CC WORLD CHAMPION, BELGIUM ☐ **BENGT ABERG,** 1970 500CC WORLD CHAMPION, SWEDEN ☐ **ADOLPH WEIL,** WEST GERMANY ☐ **DAVE BICKERS,** GREAT BRITAIN ☐ **JOHN BANKS,** GREAT BRITAIN ☐ **AKE JONSSON,** SWEDEN ☐ **SYLVAIN GEBOERS,** BELGIUM ☐ **VIC EASTWOOD,** GREAT BRITAIN ☐ **CHRIS HORSFIELD,** GREAT BRITAIN ☐ **VLASTIMIL VALEK,** CZECHOSLOVAKIA ☐ **GASTON RAHIER,** FRANCE ☐ **HEIKKI MIKKOLA,** SWEDEN ☐ **TORLIEF HANSEN,** SWEDEN ☐ **UNO PALM,** CZECHOSLOVAKIA ☐ **WILLIER BAUER,** WEST GERMANY ☐ **HAKAN ANDERSSON,** SWEDEN. AMONG THE LEADING AMERICAN MOTOCROSS STARS WILL BE ☐ **BRIAN KENNEY** ☐ **BARRY HIGGINS** ☐ **RUSS DARNELL** ☐ **TOM RAPP** ☐ **BRAD LACKEY** ☐ **JOHN DESOTO** ☐ **PETER LAMPPU** ☐ **MIKE RUNYARD** ☐ **GUNNAR LINDSTROM** ☐ **GARY JONES** ☐ **DOUG GRANT** ☐ **BOB GROSSI.**

SEE THE FINAL EVENT IN THE AMERICAN MOTORCYCLE ASSOCIATION'S PROFESSIONAL/INTERNATIONAL SERIES WITH SPECIAL CONTINENTAL STYLE OPENING CEREMONIES AND A **SPECIAL DEMONSTRATION BY THE STARS OF BRUCE BROWN'S "ON ANY SUNDAY."**

FINAL EVENT

TRANS-AMA

500cc INTERNATIONAL MOTOCROSS SERIES

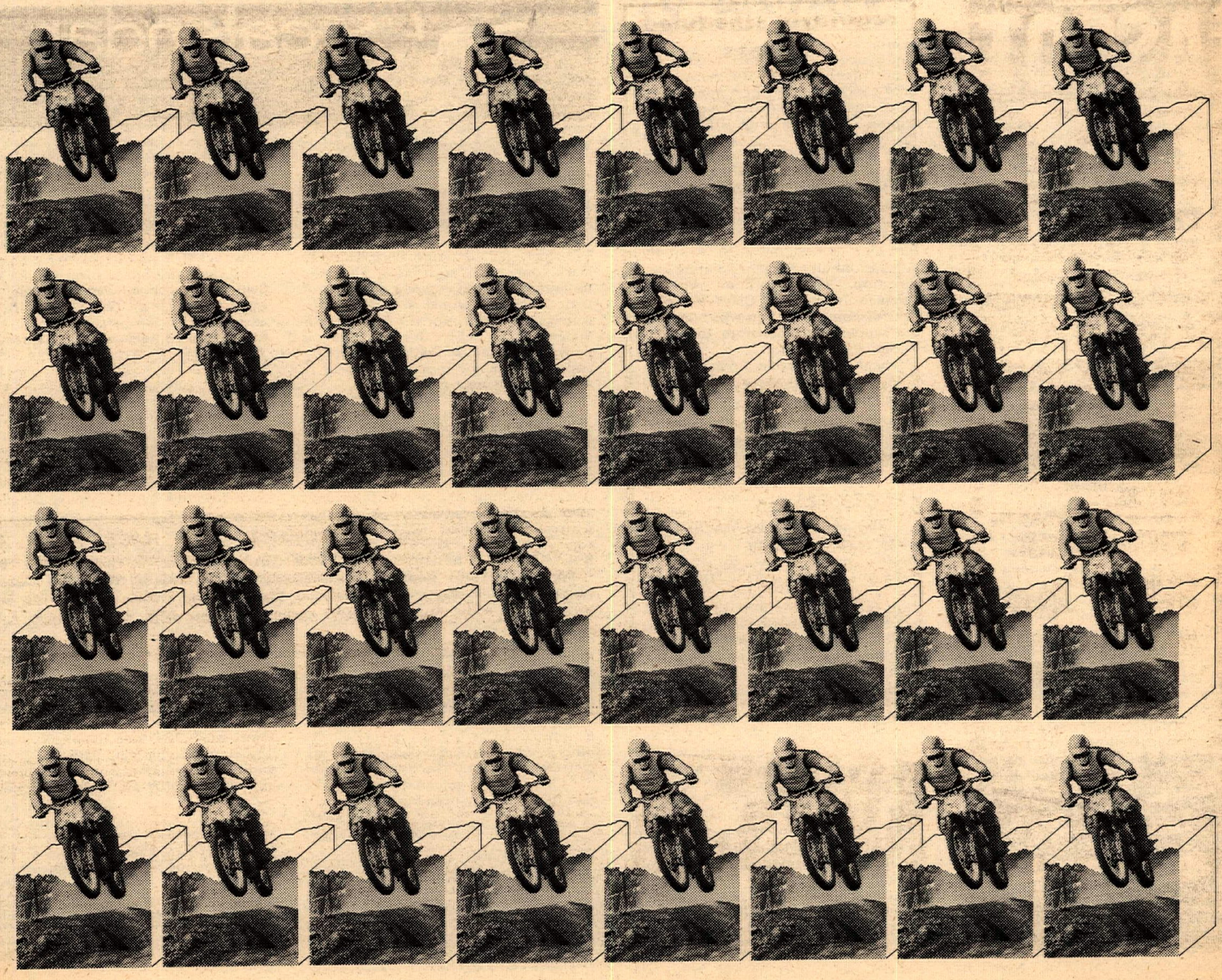
SADDLEBACK PARK

DECEMBER 5TH, 1971

sponsored by

CYCLE WORLD MAGAZINE

GATES OPEN 6 AM
PRACTICE 9 AM UNTIL 11 AM
SPECIAL CEREMONIES 11 AM
FIRST 250cc SUPPORT MOTOCROSS EVENT, 12 NOON
Call Saddleback Park for more information (714) 639-5832
No open riding on race day



Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

Member MOTORCYCLE INDUSTRY COUNCIL MIC

Publisher ..... Charles Clayton
Business Manager ..... Sharon Clayton
General Manager ..... Tom Culp
Managing Editor ..... John Bethea
Assistant Editor ..... David Swift
Circulation Manager .... Rheba Smith
Circulation Ass't. ..... Marla Tarbet
Production Manager ..... Ed Drechsler
Production Assistant .... Phil Stranske
Advertising Assistant .. Barbara Richard
Bookkeeper ..... Dorothea Lang
Bookkeeper Ass't. ..... Eleanor Duke
Lab Technician ..... Larry Groves

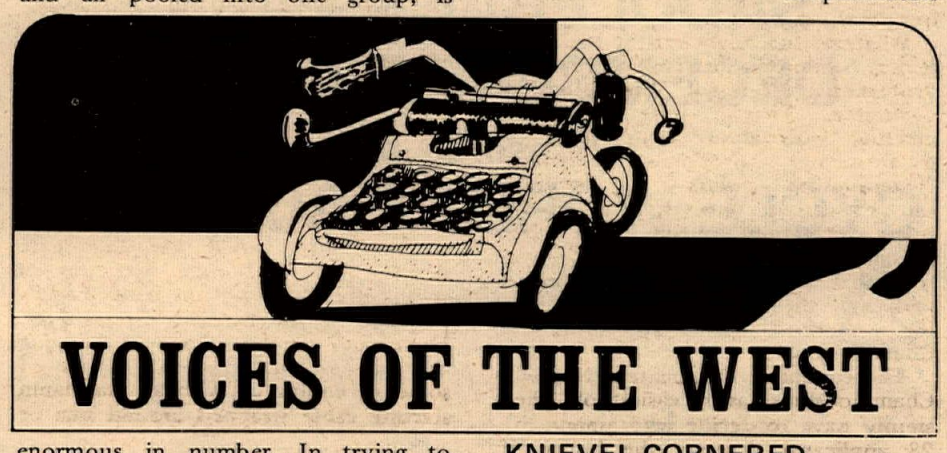
Cycle News East, Dixie Cycle News, and National Advertising information: Tom Culp, National Advertising Director.

Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 – L.A. 636-8844.

TELEX NO. 673-474

Subscription:
One year 2nd class mail $9.00
2 years 2nd class mail $15.00
3 years 2nd class mail $18.00
Single copy price ..... $.30

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.



VOICES OF THE WEST

STOP THIEF!!!

Motorcycle registrations in California increased 670 percent in the last decade, doubled in the last six years, and leaped 20 percent during 1971 alone. There are nearly 700,000 registered motorcycles in the state today. If the trend continues, the millionth motorcycle will be registered in 1974.

Meanwhile, the processing of motorcycle registrations here at the Department of Motor Vehicles is becoming different, in many respects, from that of other vehicles. We introduced staggered year-round registration on 1 Mar. 71 for new bikes. On 1 Jan. 72 we will begin the cross-indexing of motorcycle frame, motor and license numbers through our computer. In view of the ease with which a motorcycle can be stolen, the precaution makes good sense.

These are just two examples of problems which DMV and the dealer must tackle, cyclically (!) speaking. To get a grip on the problems and their solutions, we are inviting motorcycle dealers to a "motorcycle registration seminar," dedicated to an examination of the technicalities of the subject.

Theft prevention and detection will receive particular attention. The California Highway Patrol and the National Auto Theft Bureau will be joining DMW at these meetings.

These subjects will be explored in eight different cities in California, in hopes that one of them will be reasonably accessible to every dealer. In a separate letter we are inviting each know motorcycle dealer to attend, and enclosing a reservation form for him to return to us.

JOHN L. McLAUGHLIN
Registrar

Dates, locations and times for the remainder of the meetings include: 11-11, Oakland, DMV, 5300 Claremont Ave., 2:30-4:30 p.m.; 11-12, San Jose, Community Room, San Jose Library, 180 West San Carlos, 9-11:30 a.m.; 11-16, Fresno, State Office Bldg., Rm. 1036, 2550 Mariposa, 9:30-11:30 a.m.; 11-17, Van Nuys, DMV, 14920 Vanowen St., 9:30-11:30 and Long Beach, Veterans Park, 101 E. 28th St., 2-4 p.m.; 11-18, Pomona, Great Western Savings & Loan, Conference Rm., 300 Pomona Mall West, 9:30-11:30 a.m.; and 11-19, San Diego, Div. of Public Hwys., Auditorium, 4075 Taylor St., 9:30-11:30 a.m....Ed.

TO D-37 SPORTS & COMP. COMMITTEES:

As is widely known by now, the Los Coyotes M.C. has declined a District 37 race date for next year. We have taken this action for two reasons: First, although we are confident of our ability to stage a challenging, safe, and ride-pleasing race despite adverse administrative situations, we will not submit ourselves and the district riders to the unpleasantness of "second-choice", ie, mid-summer races.

Second, as a matter of principle, we refuse to be an acquiescent party to the petty power politics and vacillating rules interpretations currently infesting the District committees. As examples, we have attached to this letter copies of a letter from the District referee and the District's own bulletin – both stating that we have been reinstated without any additional restrictions. Additionally, to show to the riders that our January late results mailing was a fluke, we picked up a cancelled date in June and staged, by all reports, an excellent race. These results were out within ten days because we ignored some delaying paperwork.

With official notice of our reinstatement and having accomplished two good races, we proceeded to the month of race date selections under the blissful assumption that we were no longer second-class citizens. However, as Ron Schneiders excellently explained in the Nov. 2 issue of Cycle News, in District 37, the only rule is inconsistency and the interpretation of that is uncertain. The AMA is making a valiant attempt to straighten itself out; we sincerely hope for the same effort within our own District.

To the many riders who were looking forward to the second coming of OTIS J. PUFENMUCKER – sorry guys, MAYBE next year.

TERRENCE W. REZEK
Sec., Lost Coyotes M.C.

PUBLIC THANKS

In wiring this note, it becomes rather difficult to envision the complete spectrum of support received after my claim on the factory BSA at Ontario.

The "men of the press", the spectators, and most everyone, all stepped forward with their own respective type of support.

The number of supporters involved, and all pooled into one group, is enormous in number. In trying to approximate that number, to know how many times I could say thanks, I can only conclude that I best not try to get all the thank you's delivered in one day, without first lining up a replacement "tongue".

I sincerely offer Cycle News my gratitude for its journalistic excellence in presenting a clear objective picture of the situation.

Most impressive to me is the fact that despite the respective styles used by different writers, the majority of their conclusions all ended up pointing in one direction. That direction was best summed up in Chuck Clayton's column "the claiming game" in which he boiled the whole affair down to the fact of "keeping them honest".

Thanking you again, I remain,

BOB BAILEY
Gardena, Calif.

DON'T JUMP TO CONCLUSIONS

In the recent show at the Portland, Oregon Memorial Coliseum, Evel jumped 14 standard sized vehicles including two full sized vans without a safety ramp to set a new world indoor record. The cars measured a minimum of 84 feet and the landing ramp was 56 feet long and he landed 6 feet 4 inches from the end so he jumped safely 133 feet 8 inches. This was viewed by a host of riders, 7,000 spectators and Mort Becker, AMA Official, as well as news media, who I'm sure will agree with this. I now hear that there is someone trying to advertise that they are going to break his indoor record of 11 cars set in the Cow Palace in San Francisco. I feel that if they want to compete with Evel that they should at least do it in a truthful and justifiable manner. I also feel that for what Evel is trying to do for the sport of motorcycle racing that the press, promoters, and people interested in the sport should do what they can to see that the already established records are actually broken and are not falsely advertised.

TED POLLOCK
Portland, Ore.

Much of Super Joe's 12-car jump publicity was prepared prior to Evel's epic leap. However, we suspect he will change the distance to either 14 or 15 cars for his try. Time will tell...Ed.

DUNES DOES IT

On Sunday Nov. 7, 1971, I attended the opening of the Indian Dunes, Shady Glenn Motocross course.

Race courses such as Shady Glen are very necessary for the advancement of the motocross rider to European standards.

The Indian Dunes Shady Glen Motocross course completely de-emphasizes horsepower and concentrates on rider ability. No longer is success at Indian Dunes Motocross measured by the last possible horsepower that can be squeezed from an engine.

A pat on the back and a hearty approval to John Watkins, Ernie Alexander and George Conrad, the designers of the course.

BRIAN FABRE
Cooper Motors

KNIEVEL CORNERED

In last week's issue of Cycle News I read where Evel Knievel appears to be back peddling on his challenge to all comers that I read about several weeks ago. He is quoted as saying that he would be game to take on the latest challengers in motorcycle jumping in roughly three years.

I happened to be at the San Jose Race of Champions a week ago last Sunday where a young man from our area, Super Joe, performed a leap of 144 feet, far bettering Evel Knievel's mark, and with such style that the thousands of people nearly went out of their minds. I would suggest to Mr. Knievel that he is now the challenger as Super Joe (I believe his last name is Einhorn) left no doubt as to his ability and daring in performing his leap, a new world record.

I suggest to Mr. Knievel that he should not be issuing challenges unless he is prepared to back them up. According to what I have read recently, this kid Super Joe wasted no time in accepting Knievel's challenge. I believe it was something like two or three days after he first read about it. He has written open letters to Knievel, sent copies to the newspapers, and, to date, Knievel has failed to respond.

Super Joe really impressed me, in case you hadn't already guessed, and I hardly feel it is fair to classify him as a "novice", "junior", or any other demeaning title as Knievel suggests. Super Joe has cleanly beaten Knievel's record and I would suggest that Knievel back up his challenge to all comers by accepting Joe's request for a showdown.

Knievel is the challenger at this point in time as far as I, and I'm sure all the others who were at San Jose, are concerned. Either "put up" or "shut up" Knievel, or graciously accept the fact that you have been beaten.

A. SAID
Foster City, Calif.

GOOD SHOWS

A super thanks to the four "outsiders" and one member that rode as clean-up crews for the Invaders M.C. at the Check Chase. They did a top notch job.

Secondly, a very grateful thanks goes to the gas pit crews who were just great.

Also, another very big thanks to the "angel" from Blythe M.C. that brought in a bike belonging to one of our riders who had been injured.

Fourthly, a sincere thanks to the Amateur or Expert that stopped long enough off the starting line to pull a bike off of one of the downed Invader riders.

JOYCE MAY
Invaders M.C.

ONCE OVER, WITH FEELING

This is to answer something that was in "the latest Poop" by Papa Wealey...whoever he may be! He's now giving us his opinion, rather than news about what's new.

The item that I'm referring to was about Evel Knievel and "Super Joe" Einhorn. OK, Evel was the first to make car jumping a big thing. "Super Joe" wanted to get in on the act...but doesn't like to use cars. Einhorn has now jumped "144 feet"...by AMA measurement...or, about 15 feet more than Evel. Now my gripe! Papa seemed unhappy about the fact that the fans can get close to Evel...and not Joe! Well, everyone has their little hang-ups, but the final line was the one that really burned me up. I'll quote..."Besides, who ever said jumping cars with motorcycles was an athletic event, anyway?"

Tell me this...Is A.J. Foyt an athlete? What about jumping a pit, full of sand...hitting a little white ball around a golf course...are these not athletic events? It seems to me that the guys that do all of the yelling about guys like Evel and Joe are the same guys that don't have the balls to do it themselves.

A fan of ALL gutty jumpers,

DIGGER HELM
Bakersfield, Calif.

Papa Wealey's contract entitles him to express opinions in Hot Poop as long as they don't get confused with facts. Knievel measures his jumps by the number of cars that can be placed between his ramps, not by where his rear wheel touches down. But, as David Swift said in a recent article, "Evel Knievel doesn't sell motorcycle jumps, he sells a feeling"...Ed.

IT WASN'T US

As you know, I, at my own expense, constructed a motocross track on the California fairgrounds property for our Sept. 5 race. Following this event the track reverted to Cal Expo with us advising them in operations. SRA, here locally rented the track on September 19, October 3, and October 31. They contracted with us to do some low budget advertising. There were competitive events on September 19, and because of financial losses SRA elected not to do the other races. We cancelled their ads and I assumed the events would be removed from the calendar but I also emphasized for SRA to follow this up. Unfortunately many people already knew of the races and since SRA didn't publish a cancellation notice some riders came back and with no races, their day was ruined. This condition repeated itself again yesterday, October 31; many riders showed up. Even though the fault was not that of Cal Expo motocross track, we express our deepest apologies.

We assure you that we will do all we can in the future, to have promoting organizations keep the riders fully informed as to the status of events.

There will be no further races until April of 1972, since the track is on a flood plane; consequently any race notices regarding the Cal Expo track during the winter should be disregarded.

MIKE GOODWIN
Sacramento, Calif.

Letters which are brief and to the point are the first to be considered for publication to this department. They will, of course, be subject to the standard editing process. All letters must be hand signed before being considered for publication; in certain cases, names may be withheld by request, however. Send all letters to VOICES, c/o Cycle News, P.O. Box 498, Long Beach, Calif., 90801.

gam·bit (găm′bĭt) *n.* 1. Any opening procedural move, especially one that promotes discussion.

...In Just Four Days?

by ron schneiders

On the four days sandwiched by November 15 and November 18 there is going to be a meeting which will affect every motorcyclist under the wing of the AMA. This takes in quite a bit, from poker runs on full dress hawgs to ice racing on buzz saws. The occasion is the Competition Congress which meets annually in Ohio. This year it must decide a tremendous number of issues; their agenda is a thick 200-page book of 8½ x 11 pages.

Many of the things they have to deal with are extremely dull word changes. For instance, it is proposed (No. 103) to substitute the word "should" for the word "must". The rule itself isn't printed in the book, so the members will have to go to the rule book, study the appropriate rules, and then weigh the various implications and ramifications of substituting the moral imperative for the categorical imperative. Dull business, but important nonetheless.

In the Amateur Rules section, one of the biggest jobs facing the committee is going to come when they tackle Section 59 which establishes six-day trials events as a legitimate form of AMA competition. A set of rules is proposed which takes approximately 23 pages and is very similar to the rules used in the very successful Trask Mountain Trials held in June of this year. These, I understand, are a slightly less stringent version of the FIM rules for the International Six Days. Most of the members of the committee probably have never even seen a six-day event, let alone run one or participated in one. Fortunately, Mike Vancil is on the committee and he has gathered quite a wealth of experience in the last year. But can you imagine the number of problems that can come up when 15 people start working on 23 pages of rules relating to a brand new form of sport? Here's one possible problem: These events are always for street legal machines in Europe, but the manufacturers know a year ahead of time in which country they're going to be held, so they can make the machines legal for that country. But, here, street legal requirements are different in almost every state. Does the serious rider have to set up his bike differently for every state?

Enduro riders may have a few new rules next year. There's a proposal to allow all "A" enduro riders a number in National Enduros before giving places to the "B" riders in limited entry events.

There are also several proposals to limit the noise that competition machines can make to 92 dB at a distance of 50 ft., but there are no condition of test included in the proposals, nor are there any penalties attached. The committee should have fun kicking that around. If they don't kick it into shape I'll bet the riders will have some fun kicking the officials around next year when it comes time to enforce it!

The Amateur Rules committee will be asked to recognize about 70 new Bonneville speed records. Talk about hair-splitting.

Here's an interesting proposal: A fellow wants everybody to have a permanent number plate that he can use at hare scrambles, motocross, and everything else up to and including ice racing. He gets his number from the last two digits of his AMA number and the first initial of his last name. That yields about 2600 combinations. Now, there are some 9000 desert riders in District 37. Could be a mite confusing.

Another proposal is that no more than one lime mark shall be used before a turn and no more than one after a turn. Poetic justice would demand that the originator of the proposal be required to ride the first course so marked. And maybe even the second, if they ever find him.

All the above and about a jillion more will be decided by the committee on Amateur Rules. The committee on Professional Rules has its own problems regarding starting procedures and rider identification.

Of all the rules to demand attention of the Competition Congress, none has received more attention than the claiming rule. It is suggested at various spots within the agenda that the claiming fee for open class road race machines be jumped to $4500, $5000, and $9000 from its present position of $2500. Other claiming figures are likewise to be juggled. There are several proposals covering the method of claiming and at least one propsal to have a formula for the claiming price based on the retail price of the motorcycle. What inspired all this interest?

Hill climbing is in for quite a bit of attention. In fact, I guess that there are more proposals for rule changes than there are active hill climbers.

Some guys are very image conscious. One such proposes, "No black leathers shall be permitted at any AMA sanctioned event." He doesn't limit his rule to competitors either. Now who's going to be the first guy to tell the State cop to take off his leather jacket when he enters the track?

The committee on Road Riders has a lot of fun-type things to deal with, as befits their aspect of the sport. For instance, they will be asked to deal with the concept "Rocket Run" which is essentially a race over roads from a given location to a location marked by the firing of flares or rockets at 10-minute intervals. A fascinating idea! Can you imagine, say, 500 motorcycles starting from in front of E. C. Birt's shop in Lawndale and racing pell-mell through Watts and Hollywood toward some brave soul who is firing rockets from the top of Mount Hollywood? It boggles the mind...

Whatever fun might exist in the Road Riders committee sure isn't share in the Professional National Championship commitee. They'll start off their meeting with about eight pages of no-nonsense proposals regarding championship points, lap monies, starter's duties, licenses, international riders, minimum purses, and other serious stuff. There'll be nary a chuckle from that crew. When they get finished with that they'll consider applications for more than 40 National Championships.

The commitee on Amateur National Championships has the easiest job. They simply have to decide who among the 28 applicants deserves the honor of holding a National Championship Enduro.

Motorcycling is, at very best, a dangerous sport. At its worst it often has almost suicidal aspects. With enough money, prestige and just good old-fashioned ego at stake, riders and sponsors will do just about anything to win. And that covers a lot. Sometimes it includes using equipment that is unsafe, either for the contestant himself or for the people around him. Promoters, with an eye toward making a quick buck, sometimes allow very dangerous situations to exist. Sometimes a dangerous situation occurs without anybody really causing it. Whatever the reason, the committee on Safety and Engineering is supposed to ferret out the unnecessarily dangerous situation and rule it out of existence. Since one person's "unnecessarily dangerous" is another person's "competitive edge," it will take quite some judgment to deal with these proposals.

Here are some of the proposals: A proposal requires that axles be made of steel. One shudders to think what might have prompted that proposal! Another would require that axle nuts be safety wired.

There is a proposal that titanium frames be prohibited. Several proposals would require that brakes the same as used on the manufactured product be used on the competition bike. Several would set limits on the size of the gas tank.

Sometimes the committee will be asked to fix something already in the rules such as the requirement for folding pegs, even when the pegs are enclosed in a streamlined shell.

There is one proposal that there be no restriction on the type of material used in the construction of a motorcycle. Another wants to make sound level requirements for all events conform to the "position paper of the M.I.C." (Is there such a thing?)

The men who are going to be working their heads off for the four days of this meeting have the ability and the means to change the face of motorcycling during the next few years. Let's hope they have lots of energy, a surpassing amount of good judgment, and when all else fails, that they are lucky enough to guess right!

scramblin' around

By Maureen Lee

As I write this, Corriganville is coming up this weekend, the weekend of racing madness for District 37. With the collapse of the Elsinore Grand Prix, it remains the biggest and best. That Old Timer's Race should be something to see. Someone reported to me that they had seen some of the entrants making practice rides around their block with training wheels on their scooters (that's how ancient some of these boys are) and one informant confided he'd seen a guy on a Scotch Squirrel, belt-driven and with pedals, yet! Who do you think that could be? Papa Wealey?

The Laugh-In Trials comes up next month, open to journalists in our field or people of repute in the industry who can get themselves invited, and believe me, it's a sight to behold. We have journalists who give it a go with barely any riding experience at all and bods like Tony Murphy and Jody Nicholas who can teach a lot of people a few things about trials riding. It's a day of merriment. European motocross stars serve as trap scorers whilst having a good giggle at us dumb pen-pushers. The whole thing is run by Norton-Villiers, so if you think you eligible to ride, contact Mike Jackson. But accurate scoring, easy traps and no mud can't be guaranteed so you must be able to keep your sense of humor intact!

Hope you saw the bit about Dick Mann's suggestion of starting the Saint Peter's motocross with the rear wheels lined up in a trench. That's one way of keeping the boys honest and wouldn't it be a groovey thing at Saddleback? If you've ridden there or helped a rider there I'll bet you've done your share of hunting a nice rock to put behind his rear wheel to keep him from rolling backwards on that incline start. Sure wish the AMA or some of the promoters or somebody would use that gate system used in Europe that was so graphically illustrated on Wide World's coverage of the Swedish Grand Prix. There's no chance of anyone jumping the gun on that and no chance of someone ending up with all that damn starting cable wrapped around him or his bike.

Now hang on a bit as we have to drag the soap box out...there we go. This is a desert matter that concerns all of us. Now, the desert is public land, right? Belongs to all of us, whether we ride it as District 37 riders or with the non-sanctioned groups or as trail riding individuals. We try to keep it clean. Much has been said on that point over the years and District rules enforce the point that after a run ribbon markings, lime, signs, anything that wasn't there before the run should be removed so it looks as if we didn't pass that way.

I've been hearing reports of one chap, however, who is using the public land to host his own events. I don't have to mention names; if you ride the desert you know where the area is and the name involved. Apparently, big trash cans were provided for trash use but these have been overflowing and un-emptied for so long they are really causing an eyesore on the desert. As a for instance, the Jackrabbits spent a long time laying out their run and completed clearing up their trail this past weekend. In the process they also removed miscellaneous litter they found and just picked up in general, acting like our District clubs do in trying to be good citizens while using their own land.

Throughout these weeks though, those offending trash barrels have still been there, same condition. The BLM is now aware of them and took pictures so what we have is one guy who is trying to tear down everything the District riders have worked so damned hard to do. Yes, I know it's his desert too, but it's also mine and yours and we don't want trash dumps on it. The District could clean up for him but that would just be making it easy for old Mr. Garbage to start over fresh again. I can hear my soap box creaking a bit dangerously, but here goes. Don't ride his events until he starts acting like he cares. If the BLM gets mad at desert riders and cracks down because of Mr. Garbage it will hurt every single one of us, so let's not help him out but try to make him into a good citizen.

A VIEW OF THE INDUSTRY

How Much Is Enough?

By Charles Clayton

Six years ago, when Cycle News started, it was clear enough what we wanted to do. Motorcycle sport was languishing in the doldrums, with barely enough rider entries to pay a promoting club's expenses and no spectators to speak of. A 100-rider signup at each of the two events scheduled per district per week was considered good for those days and promoters used to complain when clubs threw events that conflicted with their professional dates.

How easy growth has been! I just spoke to the promoter of an unsanctioned, no-points enduro and he asked me not to say anything more about the event in the paper, for he already had 1,000 pre-entries and didn't want to have to turn anyone away. This enduro just happens to coincide with the Annual DirtDiggers Hopetown Grand Prix, which traditionally draws thousands of riders and spectators.

Yesterday I attended a beginner's race at which 1,231 entries paid $7 each to ride and this Thanksgiving there'll be another couple-three millenia of riders lined up for the start of the Barstow-to-Vegas Hare & Hound.

This sudden growth of numbers has not happened without its concurrent problems. Some oldtime promoting clubs, staggered under the deluge of entries, simply disbanded rather than upgrade their methods. Lots of fly-by-night promoters have tried to cash in on the demand for track time and left us with the taste of disgust. Anti-motorcycle activists, alarmed at the rapid multiplication of our numbers, are creating new problems for motorcyclists as fast as they can think them up.

Naturally we feel responsible for much of this growth, for without Cycle News it probably would not have happened. But we wonder if the southwestern U.S., particularly the Los Angeles area, has now grown big enough in motorcycling. Perhaps it is time to back off on growth-promotion and consolidate the gains that motorcycling has made.

One way that Cycle News could modulate the growth of motorcycling would be to raise the price of our advertising and newspaper so that the average reader or businessman could no longer afford it, as the magazines have done. But unfortunately or fortunately, it is the smaller businesses which are doing the most to alleviate the problems which motorcycling now faces, while the big companies take the gravy off the top.

No, the little and moderate-sized businesses which fill Cycle News' ad columns are the backbone and muscle of the sport. The fat is seldom found in Cycle News.

About all that I can suggest to prevent motorcycling in the southwest from toppling under its own growth is: 1. Patronize only the advertisers in Cycle News. They care. 2. Limit too-big entries the way the Eastern enduros do, by only accepting mail entries up to a pre-arranged limit and returning all the rest. 3. Expand supportive facilities such as parks and trails and customer service departments. 4. Run smaller ads in Cycle News for coming events where too many people would overtax resources. 5. Plan and prepare for the multitudes that can be expected at any motorcycle function, even if it means hiring paid help and buying extra grandstands, restrooms, etc.

Fortunately the East and Dixie aren't vexed by these problems quite yet (although Ohio is coming close) and so I shall still have some outlets for my impulses toward promoting motorcycle growth.

Some Surprises From The Little General

Armed with a high-performance tape recorder and the idea that this "Robert E. Lee" guy was an upstart who won a National on a fluke (it was actually an Ossa), Editors John Bethea and David Swift bribed "The Little General" with a meal at Denny's after the Race of Champions in San Jose and pried the following information out of him:

Part One of two parts

CN: When did you start racing?
Lee: I guess it would be '64. My first class of motorcycle event was enduros. It was the first time I seen a motorcycle get-together and then I went on from that. I won Southwest championship (in enduros) two years in a row. I groove on that trail riding...I got me a new trail bike just last week.

CN: Do you want to go into motocross, then?
Lee: I used to motocross before it got so specialized. Man, those cats have gotten fast. I went out the other day and watched them. They race a lot in gravel pits.

CN: You went into enduros and from there, what?
Lee: I started TT; I rode TT for a year...that's where I got my TT experience — in sportsman, and then I got my license the next year to race professional and...I can tell you a story I don't think a lot of people know and I don't tell a lot of people but when I got my Novice card, all I had ever heard about was going east — there was nothing in Texas — and I had to do this. I got my license and loaded up my C 15 BSA, that old heavy frame and all that. I headed off for Illinois and I went clear to Granite City up there — couldn't find the race track, and I got disillusioned so I had to turn around and drive all the way back to Texas. Can you imagine that?

CN: Were you alone?
Lee: Yes, I always travel alone, ever since I started racing.

CN: Does it get depressing?
Lee: Yes, it does. It would be real good to have somebody there, somebody helping me out who could just tell you, "Hey, you were doing good, I was watchin' ya!" That would help out. I think, though, next year, my wife is going to go with me all the time because she can't take it no more.

CN: Do you have any kids?
Lee: No kids. We haven't planned for any.

CN: Going across the country and sleeping in your van, do you ever get into any hassles?
Lee: Never have. I try and stay out of trouble. I'm sure not going to profit from getting into trouble.

CN: What kind of physical preparation do you do for racing?
Lee: I just eat good foods. I don't smoke; I don't drink and I ride all the time. I'm always racing and if I'm not doing that then I'm trailriding. I love it. Every time I get on a motorcycle I *grin* inside. When I get depressed or sick all I want to do is get on a motorcycle. It'll make me feel better when I'm sick! I've been like that since I was 11 years old.

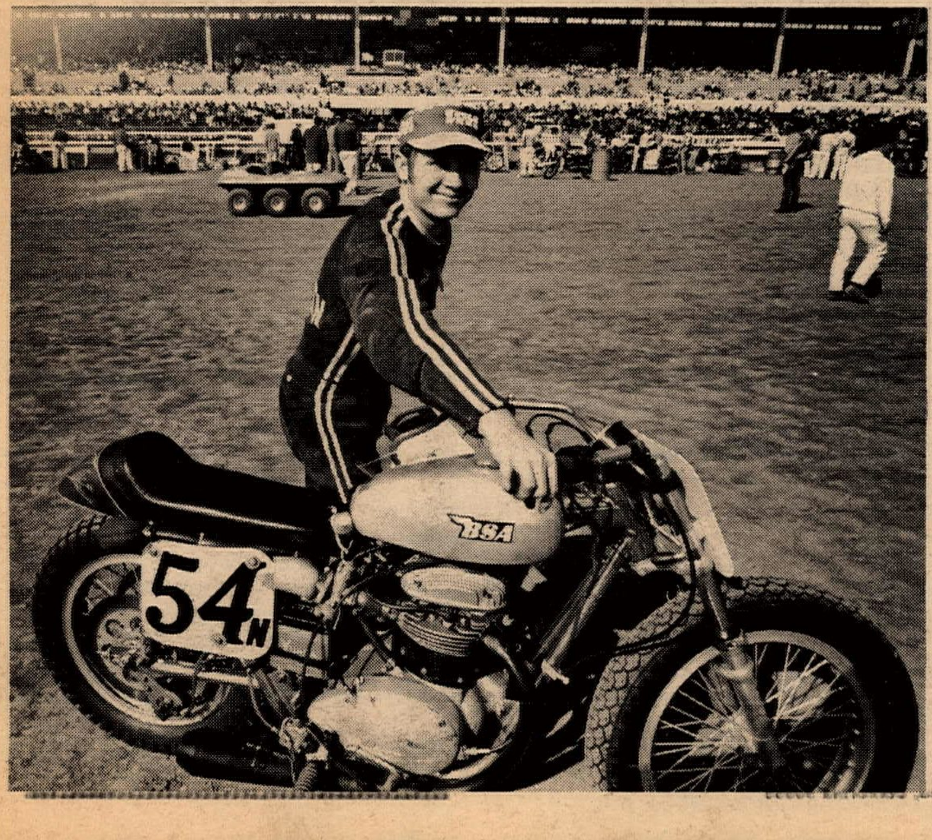
CN: Is that when you got your first bike?
Lee: I got it when I was 12. The first year I just hounded my parents to death. I remember I had a Harley 74 when I was 14 and I wanted to go to the drag races real bad. My parents told me not to go to them drag races. They went away on a trip for the weekend and when they came home I had won me a trophy at the drag races and I didn't know what to do with it. I wanted to show it to 'em cause I was so proud, but I had to hide it. And, I got caught and he just walked outside and chained my Harley to the garage door and it stayed chained for about a week.

CN: After that did they let you go?
Lee: They're big fans of mine now. They decided there was no sense in fightin' it, know what I mean? Everybody in my family rides now. My little sister is 12 and she rides Powder Puff and...and...she's something else. She's got more guts than I do. My brother races, he's a Novice, and in one month collected 50 points toward becoming an Amateur. And my dad trail rides. It's gotten to be a family deal, now.

CN: What are you going to be doing now?
Lee: Now that the season's over, I go back to Texas and get a job with one of the local motorcycle shops. I imagine it'll be the Ossa dealer I'm presently riding out of...Yankee's supplying us with all the stuff — we've got a good setup with them.

CN: What are your plans for next year? Do you plan on riding the circuit?
Lee: As far as riding the circuit, I'm gonna ride everything that's feasible. If I'm making money as I go along next year, I'll go, you know what I mean? But, if it were to put me in a bind, well, I'd have to stay around the place where I make money. I got to make a living to keep going. I'm gonna try a lot harder on half-miles next year. I hadn't rode half-miles until this year, see. I learned a lot this year and next year I'm gonna put a push on it.

CN: You did quite well at San Jose (Race of Champions).
Lee: I was catchin' Dave...ah, is that his name, Dave Sehl? In the heat. It was Dorsch, Hansen, Rice, Markel and Lee.



CN: Who's Lee?
Lee: Yeah, who's Lee? What the hell is the "Little General"?

CN: Isn't he the one who won the Short Track National at Santa Fe? What happened to you after that win?
Lee: Well, it didn't bother me too bad but it sure did tear my wife up. The thing is, I expected from the minute that I rolled off that race track that I expected a cut.

CN: What do you mean by "cut"?
Lee: I expected...uh, bad publicity over it. I just sat tight waiting for them papers to come out and I read them just as soon as I could get my hands on 'em; I was afraid they was really going to be a cut to me. I was disappointed that I didn't see any more pictures than what there was; I was wanting just an address of someone who I could write and get some prints but all the pictures I saw were those that came out in the newspaper for the whole race.

CN: Did you get your contingency check from us?
Lee: Sure did!
CN: You're welcome.
Lee: You betcha; it helped.

CN: Are you looking for a good ride to follow the whole circuit?
Lee: Yeah. If I could just get gas money, I'd have it whipped. I could make every National there ever was.

CN: What makes you think you can be competitive?
Lee: Because I've got the desire, I've got the equipment — I'm pretty close to having the equipment — and I've improved with each year. I'll just tell you, from the first time I went to a race track I was nothing and every year I've gotten better and better and better and, uh, you know what I mean, I've gotten better this year and I'm looking forward to being better next year!

CN: How do you know you haven't reached your limit?
Lee: I just don't feel that I have. I'm not riding over my head; I'm not pushing it.

CN: How long before you become Grand National Champion?
Lee: My plans were three years from now. I have to have a goal to work for and I can always alter it when I have to as I go along, but I want the thing three years from now. Now, that there, people will just take that and look at me and laugh. Oh, shoot, that's ridiculous, like who's Robert E. Lee? But, man, I'm gonna work towards that three-year goal. If I'm still moving forward — that's the main thing — if I'm still climbing the ladder and keep seeing progress and not being a hanger-on has-been — I'm gonna stay with this racing.

CN: What makes you want to do it in the first place?
Lee: Well, a man has to do something. Motorcycling makes me feel like a man. It's man, machinery, the speed, you know, I'm doing something not everyone else can do. It's a competitive sport. I picked this out to be my thing in life and...I just can't believe I'm so happy in it. I'm honestly doing, and going through life, doing the thing I want to do and just grinning all the time because of it.

CN: Were you a local hero after your national win?
Lee: Oh, no. Well, in a way, what you say is true, but then your local heroes are there every night. Like Mike Kidd, he's there every week. I'm the only one there who goes out and does anything.

CN: Don't you think you'll get a lot of applause at the Houston Short Track National next year since you're a local and a National Short Track Champion?
Lee: A *what?*

CN: National Short Track Champion, at least one of the two. Don't you think it will affect you?
Lee: No.

CN: Has it affected you at any time? Do you listen for applause?
Lee: Uh-huh. It matters to me if they dislike me; I want everybody to like me.

CN: Has anybody ever booed you?
Lee: Oh, yeah. At Oklahoma City...I don't think they were booing me as much as they were the starter because I was getting tremendous third row starts all year; I was being third row on the half-mile and being first one out of the corner...I'd be running second gear before the flag came up. I had him wired. It scared them guys; they had a couple of races protested there because of my starts and it'd scare those guys to death. They'd just be ready to get on with it and I'd come blasting through and they'd just — whew — shake. The starter, he was nervous. Every time I'd come to that line, he'd look at me and smile. I'd start off starting from the first row, then the second row and wind up on the third — I nearly got put in the pits one time.

CN: Quickly guessing, based on your National win, you'd probably be listed as a short track specialist. You're from Texas, yet general consensus is that Northern California produces the best short trackers because they have so many short track races. Is Texas the second biggest short track area?
Lee: Yeah, but it's not professional. In Texas, I've ridden only two indoor short tracks that were professional, I mean *ever.* I rode one last week and one a year ago. They got some wormy promoters there in Texas. They'd rather pay them sportsman 25 or $30 for a win then pocket all that extra money rather than run a professional race. There at Ross Downs in Ft. Worth where they run every Friday night, they pack that in there like you wouldn't believe — just a fabulous thing to be a sportsman thing every Friday night — and pay the guys hardly nothing. Beautiful track built just for motorcycle racing, got all the facilities...

CN: What about the future of motorcycling, in general?
Lee: Looks like it's gonna grow; looks like the money is really gonna get good. In five years, things ought to be goin' really good...a man ought to be able to make a livin' at it — get rich.

CN: What about the sportsman classes?
Lee: I imagine it'll be just like it is; it's gonna just keep gettin' more and more riders, but it's a necessary evil, you got to have training grounds.

CN: What do you mean by "necessary evil"?
Lee: I guess I may have phrased that wrong, but what I've seen of the sportsman racing around there in Texas it's been a hassle. Like I say, you've got a 250 Main there and everybody in there is holding a license and then they run it for 35 or $40. But, you've got to have it so the younger fellas starting off can learn to race.

CN: Do you look to make a lot of money?
Lee: I'd like to. I save a lot of money; everytime I make any I put it in the bank. I want to get out of this business some day when I'm an old man with more than a broken body — to be able to live a life of ease. Have a house and go into the motorcycle business, some part of it, stay with it, then find me a novice that's deserving and help him out.

CN: How would you spot a deserving novice?
Lee: Determination to start with; how bad he wants to win. If it scares him in tight situations, stuff like that. Mike Kidd, for instance, he's got what it takes to be Number One. That Kidd is abolutely fast — he's got bunches of talent, he's like Gary Scott — except here is what has hurt Mike: from the first time he ever got on a motorcycle up until this very day, he hasn't laid a wrench on one. And when he goes off on the circuit, he will have to have somebody with him to load and unload his truck, to start him, to regear it, to put his tires on. All he can do is ride. If he can overcome that, he can be a big name some day. If he got a factory ride, then they'd have to send a mechanic along with him everywhere he goes. That's knowledge of your equipment — he's got to have that, too. Then, like me this year, you've got to take your fifths, your fourths and lasts, all that, and try and get the best knowledge you can out of it and go on to the next race track rather than letting it eat your guts out and be ashamed and hang your head down. Because that's the kind of guy who, if he doesn't start winning soon, you know he's gonna quit.

Next week: Conclusion

We sell & service the BEST PREPARED MAICOS you can buy anywhere!

AMERICAN MOTOCROSS

1320 E. ORANGETHORPE FULLERTON CALIF. (714) 870-4997

John R's

MOTO-CROSS LEATHERS

Competition proven for the mini-racer, too. For brochure and complete information, contact:

Montecito Enterprises,
P.O. Box 434, Carpinteria, Cal. 93013

HOOKER

EXHAUST TUNER

1032 W. BROOKS ST. · ONTARIO, CA 91762 · 714 983-5871

Greeves

Griffons
Authorized dealer parts & services

Draco's Motorcycles
1629 S. Standard Ave., Santa Ana
(714) 543-9688

TC Lubricant
WESTERN DISTRIBUTORS

Sport Lube Specialties, P.O. Box 629, So. Gate, Calif. 90280. 213—863-7786.
Poly-Oil and Lube Distributors, 4610 W. Indian School Rd., Phoenix, Ariz. 85019. Ph. 606—278-6368.
Cycle Speed, 3201-D Orange Grove Ave., North Highlands, Calif. 95660. 916—481-0808.
Competition Products Co., 1757 Foothill Dr., Salt Lake City, Utah 84108. Ph. 801—484-5524.
Texas Cycle Distributors, 5216 Whitesettlement Rd., Fort Worth, Texas 76114. Ph. 817—732-5181.

— in Newhall, Saugus, Valencia

Husqvarna
choice of Champions

sales
service
parts

WEST Cycles

24610 Pine St.,
Newhall
(805)255-1335
Open 6 days 9 - 6

TORSTEN HALLMAN RACING INC.

U.S. Dist. for Trelleborg Motocross tires Torsten Hallman special design leathers & racing equipment.

(714) 460-6234
(714) 460-1402

For dealer info. write or call: 5345 Timken St., La Mesa, Cal. 92041.

Mike Patrick's

YAMAHA of CORONA
1101 E. 6th St. — Corona
(714) 735-7721

HELMET HOUSE LTD

12010 W. PICO BLVD.,
LOS ANGELES, CALIF. 90064
4 DOORS EAST OF BUNDY
PHONE TODAY (213) 479-4383

(714) 870-5243

Carabela
MOTO IMPORTS CO.
172 Freedom Ave.
Anaheim, Calif. 91106

STRONG
D&S MOTORCYCLE CARRIERS
3332 Reta St., La Crescenta, Calif. 91214
(213) 248-2837 or (213) 248-2850
Dealer Inquiries Invited

Hodaka
Montesa
Greeves
Rickman
Metisse
Puch
Maico

Motorcycles
Westminster Sport Cycle
Guy R. Louis (714) 893-7057
7574 Westminster Ave., Westminster, Ca.

Husqvarna Penton
Klockers Sales & Service
6624 Atlantic, Bell, Ca.
(213)581-3983

DISPLAY ADVERTISING DEADLINE

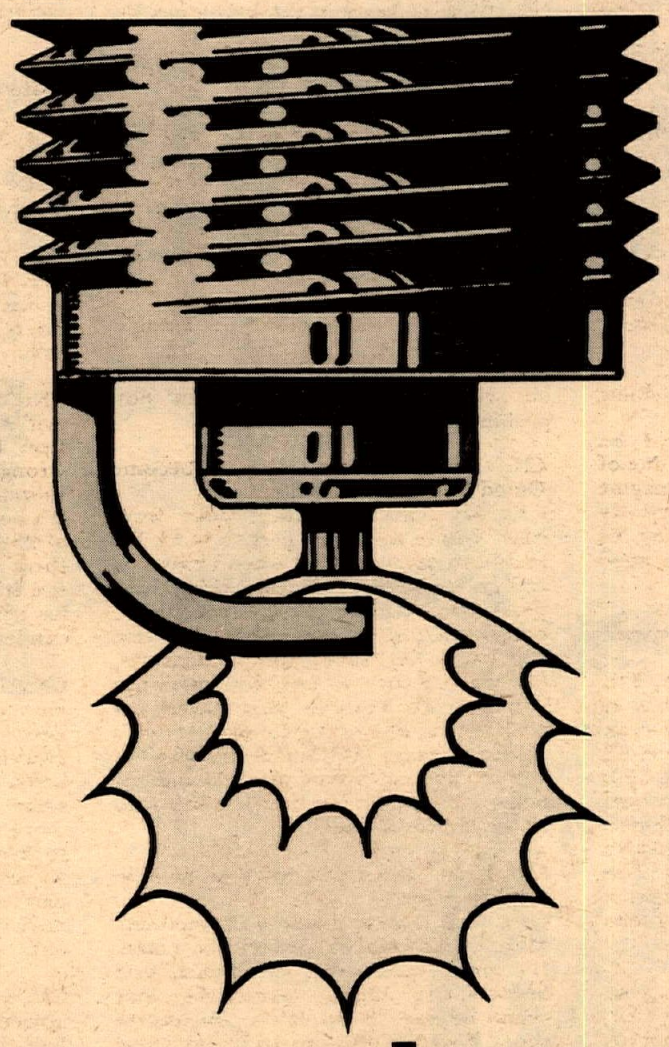
WEDNESDAY, NOV. 17, 5pm

For Issue No. 46
(On sale: Nov. 24)

KAWASAKI PARTS - ACCESSORIES -

Mach II, III, IV Speed equipment
Distributors for:
Wheelsmith Chambers
Exhibition Engineering
Dorlandt Race Equipment
Write or call direct
Free Dorlandt spec sheets upon request

CALIFORNIA KAWASAKI
Dept. CCW
3009 Lincoln Blvd.
Santa Monica, Ca. 90405
(213) 392-4131



Generation gap

That's where the action's generated. Right in that vital .020 to .035 inch gap. And the high voltage "zap" better be hot and right on time, every time.

NGK puts the power there via a special copper core. This "Heart of Copper" dissipates heat faster than ordinary iron cores. Which means a cooler electrode and insulator tip. Less chance for hot spots to cause pre-ignition.

Add a long, heat-keeping insulator nose for fouling protection and you've got a wide heat range plug that runs at idle or flat-out.

The payoff is in performance and longer life for two and four cycle engines. For one, two, or three cylinder bikes. Lawn mowers, outboards, snowmobiles and dune buggies.

NGK's are ideal in four and six cylinder sports cars; in imported and domestic compacts and sub-compacts where revs are higher, firing more frequent. And they help power-up high compression-high octane, or low compression-low octane V-8's.

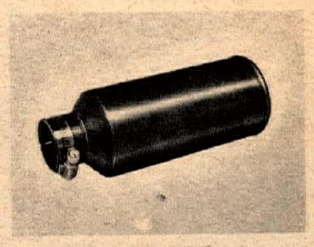
Whether your engine is young or old, NGK solves the generation gap. Plug in a set. NGK's don't cost more. They just do more.

NGK, the long life, hi-performance plug.

NGK

NGK SPARK PLUGS (U.S.A.), INC., 12511 Beatrice St., Los Angeles, California 90066

ANOTHER QUALITY PRODUCT FROM
WEBCO



Skyway Silent Power Silencer

Made especially for Husky, Maico, Yamaha and other large displacement two cycle engines. Extruded aluminum body is lightweight yet super strong. Silencing system keeps noise to a minimum without loss of power. Fits 1.574 Stinger. Adaptable to others through use of reducers. 8" long, 3" diameter.

#2213 — SSP Silencer..... $14.95

SOLD THROUGH AUTHORIZED M/C DEALERS ONLY

WEBCO INC.
BOX 429 • VENICE, CAL. 90291

BAJA 1000

Nov. 2 - 5, 1971
Ensenada - La Paz, B.C.
125 Class
1st - Terry Clark/Dean Goldsmith
Sponsored by Filtron Products

baja wins baja

NEW RECORD TIME:
21: 09: 47 for 125 Class

HARLEY-DAVIDSON

the Harley-Davidson outperformers

V.O.T.E. FINDS INDIAN DUNES WET

By John W. Adcox

VALENCIA, CAL., Oct. 31, 1971 — Each and every trials held by the Valley Observed Trials Enthusiasts this year has been unique. Unique in areas chosen for the trials and unique in the method of staging the trials.

This trials was no exception with a new scoring system being tested. It works, and works very well. The method is similar to that used in European trials which consists of cards being carried by each rider and after the completion of a section, the checker then punches a 0, 1, 3 or 5 on the card. After a loop is completed, the old card is turned in and a new one obtained. A very neat and clean method with no room for complaints. It does require more effort on the part of checkers and sometimes it requires two checkers on one section. The good points more than offset the bad ones and I hope more clubs will pick up the system.

Another unique point to this trials was a sore point to most of the riders — me included. It seems that all riders from Master to Beginner were required to start on section 1. After 2½ hours, I had completed three sections out of my required 12. Bad News for all concerned! A better method would have the Masters start on section 5, Experts on 3 and Amateurs on 2 and so on to keep the lines to a minimum. One consolation did arise however, after one loop the riders were spread out enough that no problem was encountered in getting to each section and no lines to wait in.

The Masters and Experts rode sections 1 through 18 four times. Some are of the opinion that the Masters should ride more or at least harder sections than the Experts. But the clubs continue to make one class, out of two classes and put Masters-Experts together. The Amateurs found 12 well laid out sections to be ridden three times. The Beginners had a very short day of it as they rode the same sections as the Kids, only 6 sections two times.

Concentration is the name of the trials game...and skill, too.

At a previous trials, a time limit was imposed and no one knew if it was going to be enforced or not — IT WAS — and it caused some confusion in scoring. At the riders meeting, vote made it clear that there was a time limit and it was going to be enforced. No problems this time.

As far as the spectators and competitors were concerned, section 1 offered something for everyone including a bath for a few. The section started by crossing a stream 10-18 inches deep, up on the opposite bank then back into the stream. Following downstream a few feet there came the obstacle, a small foot bridge about five feet across. From a foot and a half of water you had to pick the front wheel up and hop onto the bridge then down into the stream on the other side and a quick right to exit the section. More than a few took their Sunday bath a little early being completely submerged in the stream.

Section 10 seemed like old home week to those familiar with hillclimbing, starting out with a short right turn then up a long steep hill. Once at the top (if you made it) a right turn brought you down a deeply rutted steep road, still not out of the section a 90-degree left turn near the base of the hill completed the section.

A very basic section, 12, offered a challenge to even the top Masters, most riders took threes and there were only a couple of cleans. The main obstacle was a sharp right turn off camber which was just a natural three getter.

The Experts have one less competitor to worry about in their ranks. Mark Miriani's win gave him three transfer points, enough to put him into the Master class. Mark now becomes the youngest Master since Jim Wilson five years ago. Mark is just 15 — Congratulations Mark. Jim Redenbaugh took a close second by one point, 148, to Mark's 147. Third went to Martin Belair with 154.

In the Master class, it was Rich Bledsoe (now a rider for the Spanish round of the European Trials Championship) with the win at 75 points lost. Second place belongs to T. Griffiths at 92; with 98, Kevan Walker was third.

The 250cc Amateur class was won by Mark Auman by having fewer cleans than second place John Bourdeau, both with 23 points. Marland Whaley lost 26 for third. The 125cc Amateurs saw Bernie Schreiber win it with a loss of 43 to second place Rich Hansen's 45. Third went to John Adcox with 53 points lost. The Beginners had Larry Dunlap there for the win with a loss of five points. Second place went to Jerry Wiencek with six points. The Kids class was won by Archibald with only one point lost, Randy Rader lost two for second.

(Results on page 24)

CHAMPIONSHIP TRIALS

Riders from Northern and Southern California, Oregon, Nevada plus the current World Trials Champion, Mick Andres from England (above) will be on hand Nov. 21 at Harris Ranch, just outside of Hollister, Calif., to contest the P.I.T.S. 4th Annual Championship Trials.

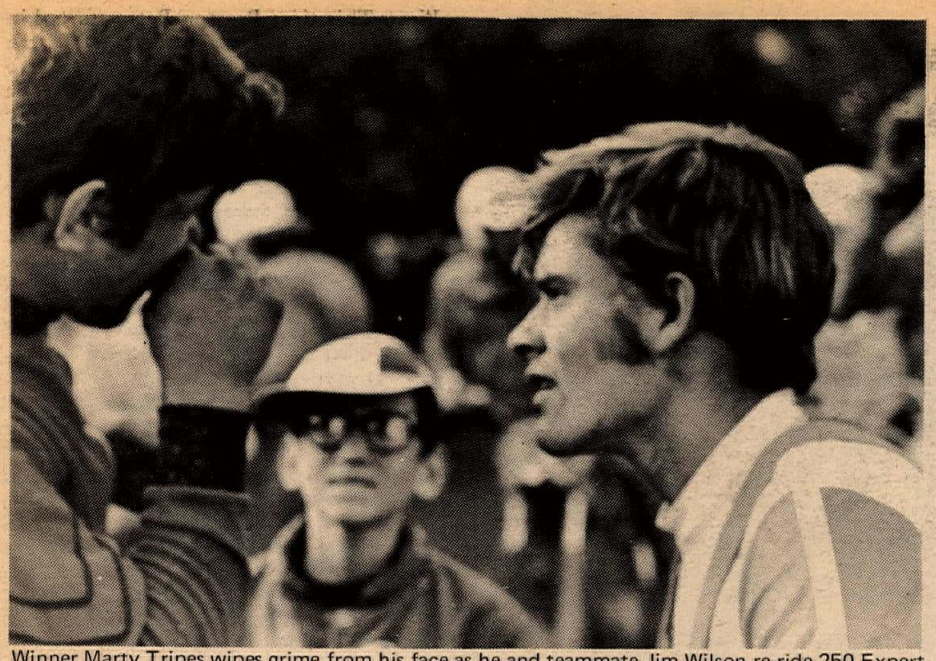
This event will carry special importance because it will be the second round of the California State Championship. The first round was held on Oct. 16 in Southern California with a local rider, John Walters, edging out the Bay Area's Steve Darrow for first place in the Expert class. These two along with many more riders will be looking forward to renewing the many individual contests.

More information is available by calling 415/362-2564.

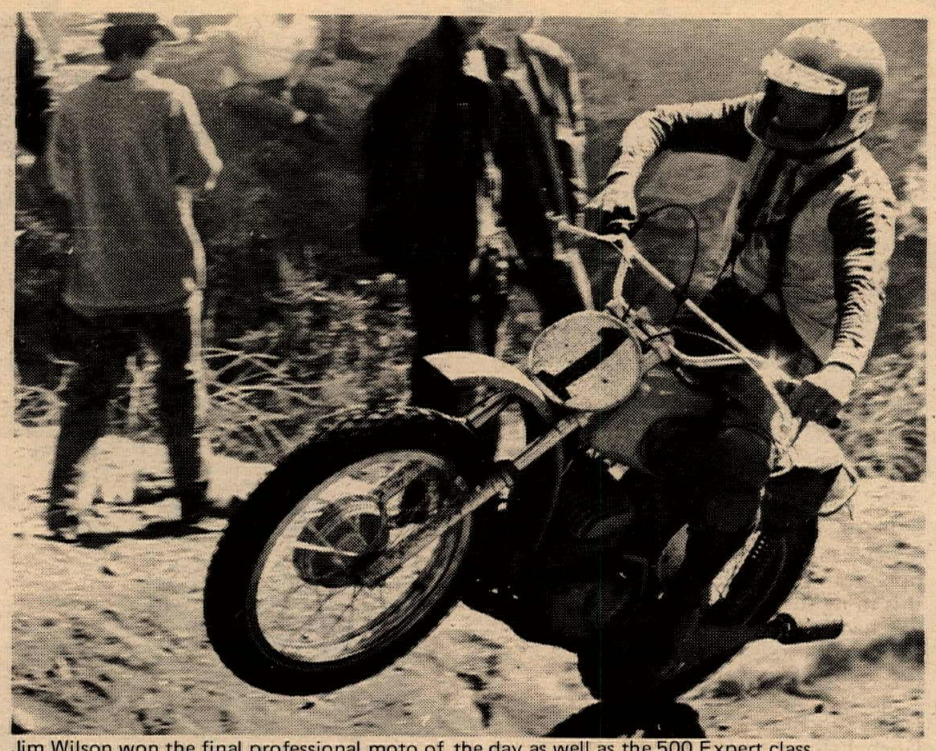
All you had to do was climb onto a bridge coming out of a stream...

Photos by Tom Culp, John Bethea, Ed Drechsler, Al Duke, Bill Culp and Jim Brooks

HOPETOWN:



Winner Marty Tripes wipes grime from his face as he and teammate Jim Wilson re-ride 250 Expert class.



Jim Wilson won the final professional moto of the day as well as the 500 Expert class.

Bob Grossi appears in control but two seconds earlier he was running beside his Husky after being flung off to its side while taking a jump awkwardly.

Bob Grossi holds a smile after learning he won the motocross overall along with $1000.

John R. got all pumped up for Sunday's racing.

SIMI VALLEY, CAL., Nov. 14, 1971 – West German Maico ace Werner Schutz and Northern Californian Husky rider Bob Grossi made today's "International Motocross" for a purse of $2500 one of the wildest events of the 13th Annual Hopetown Grand Prix staged by the Dirt Diggers M.C.

Schutz got a strong start in the initial round and picked up the win with Grossi holding second from the first lap.

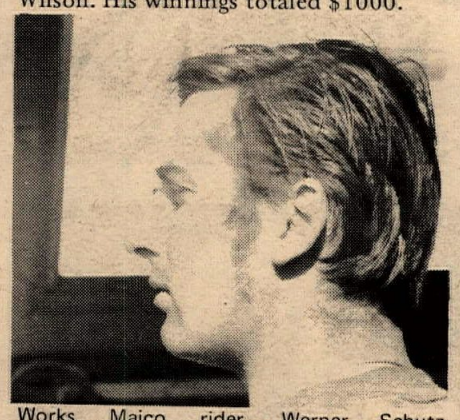
The second face-off was the turning point as Schutz again built a tremendous lead, holding Grossi back by five seconds as the white flag came out. But, as he had done in the first moto, Schutz began to take it easy, attempting to conserve his machine and still maintain the lead. It cost him the overall win.

Grossi continued to charge hard, turning laps in the 3:25 range on the 2.9-mile course, and as the pair squirmed their way through the water hole just before the checkered, Grossi made a desperate charge which caught Werner a bit off guard and Grossi got the inside line to the finish with Schutz forced up the embankment where he lost control and dumped the machine, just a few feet from the flag. He pushed it across for a fourth but Bob now held the lead.

As the rest of the program wore away, the final five-lapper came up to end the two days of racing. As expected, Schutz and Grossi were in another hard battle, but this time it was behind a fired-up Jim Wilson (CZ) and Vic Eastwood (AJS) with Grossi third.

With Schutz behind him it appeared that Bob had it locked up, but on the final tour, he slid out and twisted his knee badly. Added to his troubles was a machine that wouldn't start and Werner was past and time was running out.

In Bob's favor, however, was the fact that the four front-runners had completely left the rest of the pack far behind and Bob finally managed to get his Husky going again, before the fifth place rider caught him and Bob finished the moto in fourth, still good enough for the overall win as Schutz could not manage to overtake Eastwood or Wilson. His winnings totaled $1000.



Works Maico rider, Werner Schutz, contemplates his first moto win.

....but a dark cloud hung over the Dirt Diggers' annual classic

By Maureen Lee

If you attended the massive Hopetown two day event, the person you may have been standing beside watching the race might not have just been a spectator but an FBI agent.

In the 13 years running of this great classic this was the first time a threat had ever been received and it was a serious one. In the entry applications was an envelope pieced together from weirdly shaped bits of paper. Inside an application for an entry in the pro class filled out by a person knowledgeable about bikes and a jagged bit of paper. On this was written $10.00, ha, ha. Turn over." When it was turned over there was the threat, "I will be there and kill two girls". It was signed Zodiac.

The Diggers naturally couldn't take a chance that this was just a crank and called the Sheriff who took the evidence and sworn statement from the Digger in charge of the entries, these being turned over to the FBI. The police stand was that it was a chance it wasn't Zodiac but you couldn't take that chance. Anyway, to send a threat like that through the mail the person had already committed a Federal offense that has to be handled by the FBI which will put him (or her) behind bars.

The battery of tests the FBI has at its disposal has already given them some thing to work on, including a suspect to be watched the whole weekend, so those bits of paper, however carefully camouflaged yielded up their secrets. The thing the police want to get across is that this can happen again at any event where there are pre-entries and they would appreciate the same full co-operation they received from the Dirt Diggers should anyone else receive one. Sending the threat will put the sender where he belongs, behind bars, so please turn anything of this nature over to your local police branch or the FBI.

On to the happy racing that took place Saturday...1,200 riders signed in for the two days with over three hundred entries being turned back for lack of room...there were riders from as far away as Alaska and Mexico and England and of course, beautiful down-town Burbank...the mudhole was christened by one of the patrol riders before the start of the first race when the front end of his Yammie dropped into a hole depositing said rider neatly over the handlebars to the delight of the crowd...first race was the 100 Novice, always wild and wooly, with Larry Hentschel jumping into an early lead...some of the "Flying W's" ridden out by riders were unbelievable and one Novice stalled his Hodaka and kicked until he was blue in the face to no avail as the little machine slowly sunk further and further under...wonder if there is any truth to the rumor there's a Triumph twin still under there from the year it rained so hard on Sunday?...the mudhole became more impossible with riders of the ilk of Gene Cannady and Preston Petty coming to a stop in it in the 125 Am/Expert bash so the Diggers started tossing hay into it before each moto but hay has an interesting habit of disguising the holes and ruts for a few laps and will also bring a scooter to an abrupt halt!...Roger Flaming happy as a clam with his new Rickman-Montesa after waging the wars for two years on his CZ, he needed a fresh mount and the Rickman is just about the lightest 250 you can buy, "Now I just have to get my shifting sorted out" says Roger...Danny Hockie nursing a fat jaw from wisdom tooth trouble and a bad leg pressed on regardless in two classes against his friendly rival for the number one lightweight scrambles plate, Rob Hosford with only three points separating them and only the Grand Prix and one scrambles to go, but Danny got the deed done...the Powder Puffers showed a lot of cool in the mudhole which had become pretty good by the time of their race but the girls didn't just charge into it and hope they would make it through, they chose their path...as usual the Desert Daisies were up front along with End Does and Joyce Soyka turned in a beautiful ride to win...the riding ability of the gals is improving much as the time goes along...75 nervous Novices started the 250 class and when the dust cleared just at the first turn there were eight bodies down but all sat up and moved away in various methods to continue except one with a ruptured gas tank...Dirt Digger Don Kemp found himself the perfect job for the weekend, announcing and is he ever good, even relating to the crowd the little pet names some of the riders are know by, such as Ron "Slippery" Sloan and "Hog Honey" who is the lovely Lynn Wilson...the use of mufflers made a startling difference, for once you could stand at the start without every cell in your body quivering, and no pit riding at all made the pits a joy...racing must be becoming a wealthy sport as evidence by the big mobile homes turning up in large quantities...John Hateley went through the mudhole like a flash wearing his overalls to keep the slop off, if he was going that fast on the rest of the course the Europeans would have a heck of a time keeping up with him as Werner Schutz took quite a time to catch him...important lessons to be learned from observing mudhole...nineteen inch tires are an ugh, wash out too fast and stand up whilst in the damn thing, Schutz's posterior never touched saddle the whole section, he looked slow and smooth but was actually going like heck...Mike Konle having fun on his "Red Line Special" a springer Greeves with an engine that sounded like it had been breathed on a bit!

Bill "Biscuits" Verbiseio's take of a slightly wistful Dick Mann dropping by his shop in San Rafael before Biscuits headed south wishing he were just a bit older so he too could ride the Old Timers Race where upon his buddy threatened to beat him with a plank if he did ever show up, whatever the year...wouldn't that be a sight to see? And the slightly glazed look of terror in Barney Koogle's eyes as he was also riding the event and had landed a front row starting position, his problem? He was riding his faithful little 100 Honda and was having strange visions of all those big fire eating monsters behind him. Never did find out what happened as Saturday was all the old body could take so I have to let someone else relate Sunday's tale.

But cheers again, "Dirt Diggers", may you always have Hopetown and all the luck in the world.

GROSSI, PETTY, WILSON STAR

In addition to his third moto win, Wilson also stacked up a good first place showing in the 500 Expert class as he bested the always charging John Rice (Mai) and Rich Thorwaldson (Suz).

Preston Petty also had his day on the Maico as he and Mike Haney (Tri) battled it out in the early stages of the combined Open class. Haney led at the first turn but by the second lap, had dropped to second with Petty first. The pair continued to dice for the lead while pulling out a tremendous 30 second lead over third place Mike Konle (Tri). Haney regained first on laps three and four, but Petty then got by again and began to pull away all the way to the checkered. Petty was clocked at 3:38 around the course, fastest for the two days until Grossi's times in the motocross.

Petty was quite happy with his Maico's performance against the bigger bore four-strokers. "We had just gotten this thing together this morning at 2 and we had no trouble at all. It idles at about 2000 rs so all you do is just keep it gassed."

Bultaco mounted R. Jones topped all comers in the 350cc class including Wes Goebel (Kaw) and S. Kohler (Ric).

Buster Naylor (CZ) gained his share of the glory as he defeated Bill Baxter (Mai) and Don Mardon (Hus) in the 500 Novice and Don Bevans (Yam) did the same to Dave Griebell (Mai) and Sherman Andrews (Hus) in the 500 Amateurs.

Joan Wilson

ry Dorsch the MX rider?

Amateurs get it on.

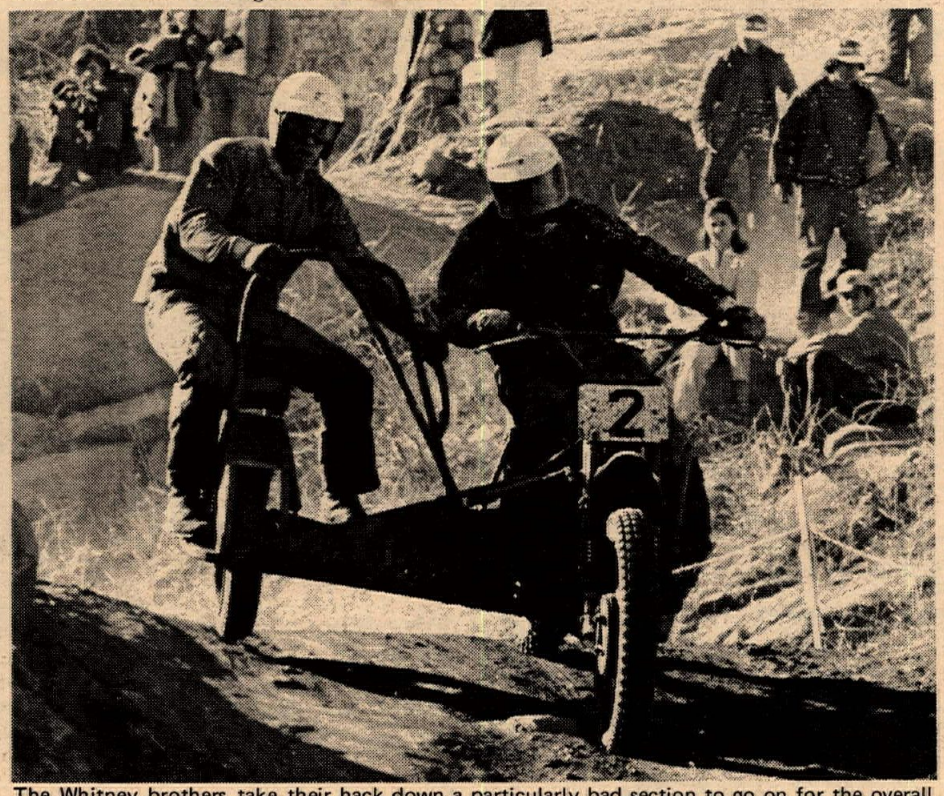
By Tom Culp

SIMI, CAL., Nov. 13, 1971 – The 13th Annual Hopetown classic is now history with memories and heartbreaks of the 450-odd competitors going for broke in nine different events today, all with only one thing in mind: get through the mud.

Yes, the Diggers said there was going to be mud and mud there was. So much that even the scorekeepers yelled foul. The 125 Novice class will have to wait till the official results come out to discover who won. One irate lady came over to the Cycle News van and let us know just how bad it really was and she didn't even have any mud on her.

The mud hole was, as always, the biggest spectator draw with the impromptu bicycle jumping contest put on by the future motorcycle stars of the eight-to-ten set. Judging was handled by today's stars John Hateley, Keith Mashburn, Al Baker, Dusty Coppage and Tom Rockwood, and captured on film by Gene Romero.

All four Expert events pitted the best of all three forms of racing, Desert, Motocross and TT, against each other.



The Whitney brothers take their hack down a particularly bad section to go on for the overall Side Hack win.

The only double winner today was Jeff Wright putting the Puch brand in the winner's circle in the 125cc and 200cc Expert classes. Jeff found competition aplenty with Gene Cannady (DKW) leading him in the 125 class till mud got to the carb, then Ken Zahrt (Bul) closing in the late laps after Jeff lost his expansion chamber. Jeff Rice gave Puch more to be happy about by pulling in third.

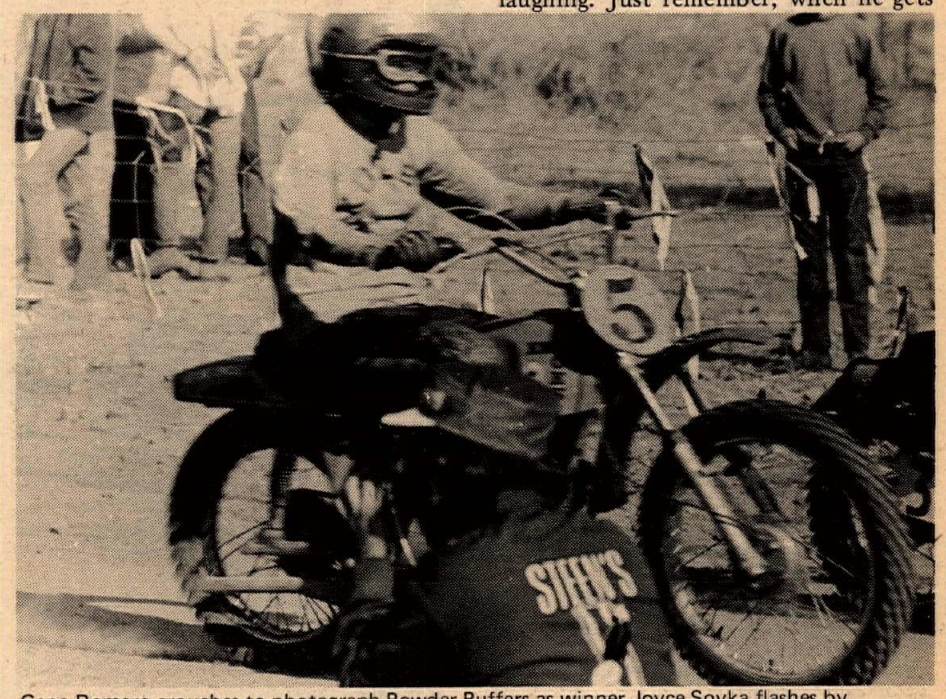
The very next event found Wright leading at the end of lap one never to be headed but chased by Bob Messer on the Ossa with Gary Campbell's Yamaha taking third.

Preston Petty did it again in the 100 Expert class winning for the third year in a row; DKW was happy about that. Tom Zahnter pushed his Hodaka hard but couldn't catch Press. Petty came from row five while Tom had pole position.

All the top desert Baja riders were in front of him also. The 250 Expert class had all the top riders plus some AMA National-numbered Experts on the line. Youth won out and the kid, too young to compete in pro motocross, Marty Tripes, gave CZ the big one with an outstanding ride against the best in the West. This time Preston Petty started in the fourth row but just couldn't catch young Marty. Petty pushed his Maico hard, catching Jim Wilson's CZ on the last lap to get second. Jim put in the best ride since changing brands almost a year ago.

The Powder Puff class again beautified the course with 41 youthful lovelies doing their thing after nine trips through the mud. Joyce Soyke (Rickman) took the checkered with Joan Wilson (Puch) second. The rest came charging off the course and straight to their make-up cases. This was the largest all-ladies' motorcycle race ever assembled and they put on one heck of a race.

The Novice classes are always full and have a reputation of wild riding styles. The fans always make the young beginner feel great. He enters the mud in usual Novice style, hits a large hole, goes over the bars into the soup and looks up to see everyone pointing and laughing. Just remember, when he gets to be Amateur or Expert he can stand on the other side of that fence. The Novices that found the right line, turned the handle a little more, and stayed up the longest.



Gene Romero crouches to photograph Powder Puffers as winner Joyce Soyka flashes by.

While leading the 500cc Amateurs, San Diego's Wayne Boyer lost his tire. Did he quit? Nope...

Current Grand National Champion photographs future champ. as fellow pros John Hateley and Al Baker watch.

Cycle News North

PRO-FILE

John Gennai--An Original

By Bill Spencer

Reno, Nevada, the biggest little city around where marriages are made and broken in a weekend and bankrolls in less time than that. For John Gennai, motorcycle scrambles racer, it meant another kind of break on Thursday night, Sept. 9, 1971. John Gennai journeyed to Reno for an Amateur AMA scrambles at the Washoe County fairgrounds. This is sort of unusual for Gennai lives in Los Gatos, Ca., more than 200 miles away. Why would a 17-year-old go that far away from home for a TT scrambles when the next night nearby Fremont Raceway would hold a similar event and the next night, another at Hayward?

Gennai was on tour and up until last Saturday night at Hayward, was leading in points for the No. 1 plate in District 36. On that fateful evening in Reno, during the 650 Expert Main, Gennai fell and broke a bone in his wrist that may cause him to lose his bid for the title. Arch-rival Jim Foley went on to win the 250 feauture and in the next two nights picked up enough points to regain a hold on the position that he has held for the past two years.

Is this title really so special?

Since its inception in Northern California, three men have earned that coveted plate. The first man was Jim Rice, now holding the National number two plate for the BSA factory. The second man to have the number one was Paul Johnson. Many considered him to be better than Rice and in his Novice year on the professional scene, he was looking very good, but Paul suffered an injury in the middle of the season and when he returned, his heart wasn't in it, although he rode well the few times he rode. For him, the circuit was too much and he had other interests.

Jim Foley won that plate from Johnson that year and then came back to get it again the next. What of John Gennai?

John started his racing career on a Hodaka 90, like a lot of kids. After three races he started collecting brass and a career. John went from his Hodaka to a Moto-Beta and a few rides on a 100 Bridgestone. After some months he started accumulating enough points to think about going faster and as an Amateur, he rode a Bultaco Metisse and suffered all the injuries he has had up until the crash at Reno. In 1968, John made the Expert ranks but spent much of his racing time on the bench watching guys like Rice, Brelsford, Odom, Hansen, Bill Jamison and Bob Self. Not identifying with any one rider, John spent a lot of time developing his own talents. The age-old question of, "How do you think you would have done against guys like Rice if you could have ridden against them?" Candidly, he said, "I can't say. I'd have to ride against 'em."

Gennai has a style of his own; he doesn't resemble any one rider from the past. His current style of feet-up slides just has to be seen to be believed. His following at the races is ever growing. He has all the potential of a Brelsford or an Odom or an Al Kenyon.

John Gennai will be 18 on December 12 of 1971 and will ride his first professional race at the Santa Clara County fairgrounds the following Friday night.

"Are you ready for the professional scene?"

"Yea, sure, but I'd rather start as a Junior. More money."

"But everybody starts as a Novice; it's the way things are done."

"I know, but I feel that I should start as a Junior."

"Why?"

"The system should not be based on age but how you do in racing. You should be an Expert for sure in scrambles, but age isn't really necessary."

John isn't really confident about pro racing; he knows that he needs practice to be an accomplished rider. But like many newcomers, he doesn't like the idea of a year as a Novice. After all, he didn't take a year to become an Expert in Scrambles.

"Who's your favorite pro rider, John?"

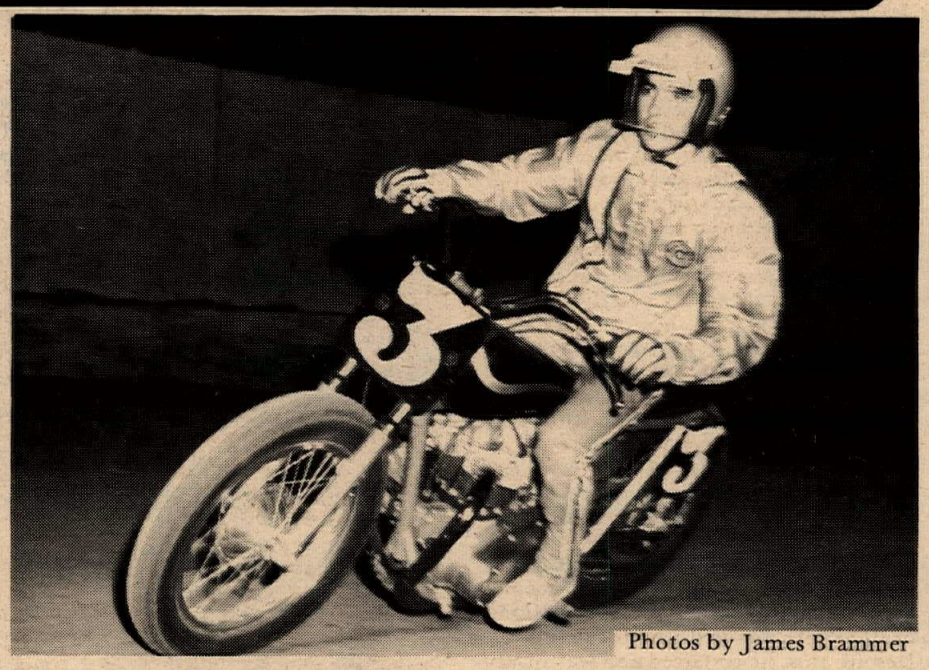
"Uh, don't have one."

"Isn't there someone you try to identify with?"

"No, I just try for perfection. I know I have to be good as a Junior. When you're a Junior is when the factories look you over and it's either make it or back to the scrambles."

Gennai is totally devoted to motorcycle racing as many of his kind have been in the past. So totally devoted that school is forgotten. These racers only live from race to race. During the week, if they work, they just do that until time to tune up the scooter. This time is also the time for doing the bench racing and it helps get the weekend closer.

John Gennai has been ready for the professional scene for some time. His best buddy is Pat McCaul and John borrows cards and whites to go to the races with him so he can watch what the pros are up to. Veteran Expert Bob Scally has witnessed this young speedster in operation and has helped him with the verbal stuff that gets the kids to thinking about the pro stuff.



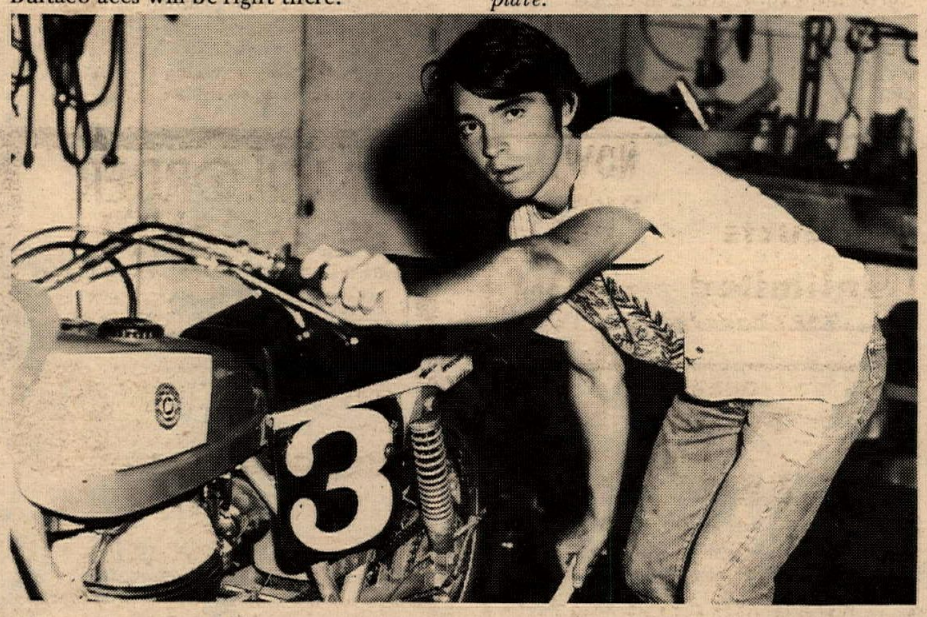
Photos by James Brammer

Scally says, "This kid is going to be one of the greatest."

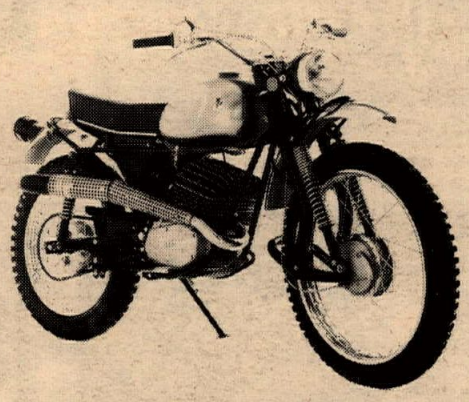
While Gennai is no mechanic of the caliber of Jim Rice, he has all the help he needs for this end in the form of Rich Porter for his Bultaco 250 and Chuck Hikson on the 650 Triumph. While the Triumph is just a casual affair, the Bultaco is much more. Porter and Bultaco have certain ties that include the supply of the motor that he rides, although it does not actually belong to him. Gennai will ride for Porter for this season and the indoor series that starts soon. Combining Gennai with the likes of Rick Hocking, currently third in points, makes for a formidable team and should the Yamaha Silver Cup make a good comeback for '72, these two Bultaco aces will be right there.

After John's fall at Reno, he was told to lay off the riding for four weeks. He was back in two with a plastic cast and while he wasn't as good as before, he still managed to make the Mains. The break in the wrist cost him, though, as Foley quickly scored enough points in the next three races to take over the lead. He has stretched the lead to 25 points at one time but John is back in form now and the count is down to 15 but with only a few more races left. It's going to be tough. For John Gennai, 17-year-old super-scrambler, it's "I gotta get number one."

Next week, NoCal correspondent Bill Spencer takes a look at defending champion Jim Foley and his fight to retain the coveted number-one black plate.



DKW



THE LITTLE BIKE THAT WINS THE BIG RACES

Featured at:

E.T. CYCLE SALES

2268 El Camino Real
Mt. View, Ca. 94040
(415) 964-6622

BAY AREA DIRT BIKE HEADQUARTERS

• Suzuki • Kawasaki BSA Montesa • BMW •
Selby Motors
Sales • Service • Parts
346 El Camino Real
Redwood City, Calif.
(415) 369-4112

50 cents
CYCLE NEWS HOT HATS
Cycle News
Dept. CNB
P.O. Box 498
Long Beach, Ca 90801
50 cents

Sales * Service
custom work * all makes
TROPHY CYCLES
SUZUKI PUCH MAICO
184 San Antonio Rd.
Mt. View, Calif. 94040
941-7317

Bultaco • Maico • Norton • Hodaka • Yamaha
Bay Area's leading Yamaha dealer
A&A MOTORS
2771 El Camino Real
Redwood City, California
366-1755 366-3814

Cow Trail Your CZ
CZ ENDURO SPROCKETS
12 TOOTH CZ Counter Sprockets $9.25
Cal. res. add 5% sales tax.
C&M SPECIALTIES—P.O. BOX 717
MOUNTAIN VIEW, CALIF. 94040

ACK Products
ACK PRODUCTS,
676 Auzerais Ave,
San Jose Ca 95125,
408-293-5111
[Dealer inquiries invited]

COLISEUM CYCLE
MAIL and ORDER
ACCESSORY CO.
KAWASAKI MOTORCYCLES
3958 E. 14th ST., OAKLAND, CAL.
(415) 534-5461 94601

BULTACO TOMMOTOR
IMTunell's
SPORTCYCLE
OF FREMONT
37318 FREMONT BOULEVARD
FREMONT, CALIFORNIA 94536
Rich Porter Manager
Bultaco Specialists

HODGES HUSTLES SAN JOSE OPENER

By Bill Spencer

SAN JOSE, CAL., Nov. 6, 1971 – Greg Hodges opened up the San Jose Indoor season with a thriller that brought his Gene Lankins' Suzuki in for the first kill in front of 127 of the finest indoor pilots in the world. Hodges, a three-year veteran of the indoor scene, had little difficulty winning the 15-lap Main after a first turn start that saw Steve Foster get completely sidewise to the track and still manage to stay upright.

Following Hodges across the line was the miracle of the night, Bob Scally. The veteran was third in his qualifying heat race, which means you don't make the program. But it just so happened that the heat that he was in was the fastest so that made him first alternate. After waiting for Gerry Johnson to get his Harley Sprint going in the first regulation heat, Jerry Spain gave up on his Bultaco in the second and Scally was once again a threat.

The battle that ensued was a classic. Al Kenyon, who had spent time trying to get Spain in the show so that Scally wouldn't, got dumped in the second corner and was alright until some kind hearted sole dumped a motor on his leg. Despite this, he restarted and was firmly in control of second behind Joe Allen when along came Scally and drove under and around the King of the Madison Square Garden. In the battle for that spot, Dave Hansen and his Cycle Imports Triumph Cub made the scene and the spot leaving Scally third and Al fourth and spots in the semi.

Scalley and Kenyon did their thing once again in the first semi with Jeff Hammond doing the leading and the winning and Al getting off once again. His comment later was something like "get it out of my system." He was obviously unhappy but knew that is the way things happen indoors. Scally hung on for the second again, containing Allen who has spent much of his short racing career chasing Joe Henry at Cycleland's short track in Chico.

For the Main Scally was content with second as Hodges developed a two second lead at the end and despite his yell of "kill" when he made the program, his style and form is the greatest and he will be a tough man to beat for the high point series.

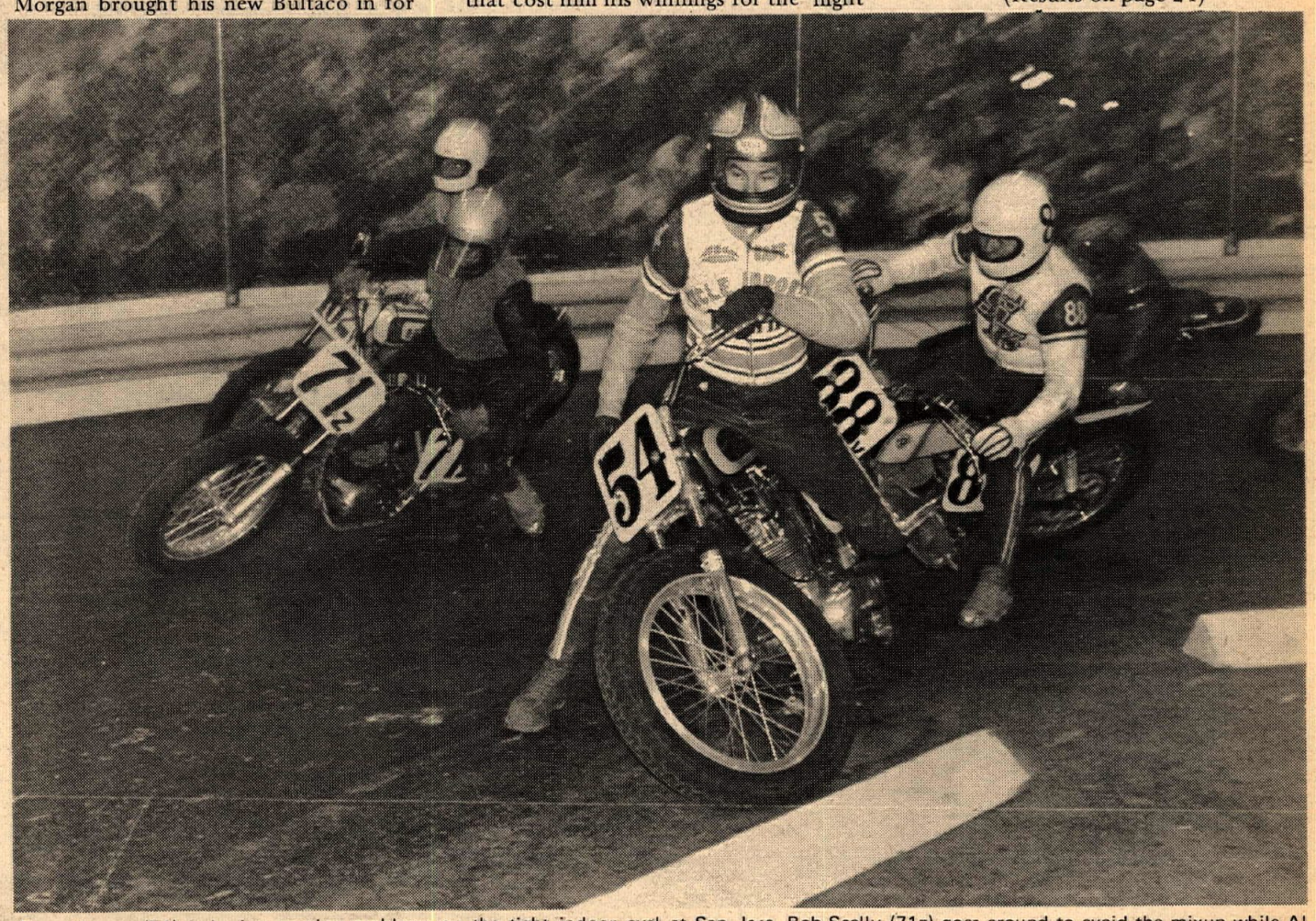
Steve Foster rode his Sonny Kenyon Bultaco to the third spot with Hansen hot on his heels.

Finishing fifth and returning to his old style was Mike Yarn, the '68-'69 champ on Joe Simas' Bultaco. Yarn has been having his wows of recent times but looks good at this point. Bill Morgan brought his new Bultaco in for sixth although he was in better position until the crowd knocked him wide and he dropped back. Terry Graham rode his way to a seventh, which is notable when you consider that his machine was a C-Z.

Russ Powell, who was going so fast at the first, didn't make the last as in the semi he had a slight altercation with Pat McCaul. It has happened in the past and he displayed some uncalled for emotion that cost him his winnings for the night and his license for some unspecified period of time.

The Southern California contingent arrived too late to race due to some truck malfunction but Eddie Mulder said that he would be back for next week's action and all the others, as he is preparing for an onslaught for Madison Square Garden and the post-race parties at Scally's.

(Results on page 24)



Dave Hansen (54) is having steering problems on the tight indoor oval at San Jose. Bob Scally (71z) goes around to avoid the mixup while Al Kenyon (88y) tries to follow.

Cycle Products Unlimited
NOW! PUCH
(213) 345-7300
7427 Reseda Blvd., Reseda

District 37
Pumfrey
Built-in
SILENCERS
for Bultaco
minimum power loss
Bring in your expansion chamber
AVAILABLE ONLY AT
PUMFREY BULTACO
21819 Sherman Way
Canoga Park, Ca. 91303
(213) 887-7696

YAMAHA
instant horsepower
WITH A
DYKES RING PISTON
available in 6 oversizes from 1st thru 6th over
for DT1, RT1 & AT1
poppy
1750½ S. VICTORY GLENDALE, CAL.
PHONE 213 246-3895

MAIL ORDER SPECIALIST
Immediate Shipment on all Parts and Accessories
NORTHWEST LARGEST STOCK OF ACCESSORIES & CLOTHING FOR STREET OR TRAIL
N.W. MOTO X HEADQUARTERS
SEND FOR FREE CATALOGUE
UNIVERSITY HONDA
BULTACO KAWASAKI JAWA C Z
5908 ROOSEVELT WAY N.E.
SEATTLE WASH. 98105

Advertising that works

DISPLAY ADVERTISING DEADLINE
WEDNESDAY, NOV. 24, 5pm
For ISSUE No. 47
(On sale: Dec. 1)

LET'S GO AMERICANS!
Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more contribution to American Motocross Team, Box 3276, Hollywood, California.

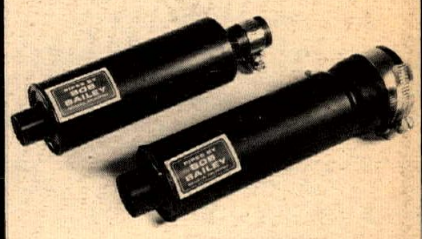
DRACO'S MOTORCYCLES
KAWASAKI ONLY
One of Orange County's Largest Stock of
KAWASAKI
MOTORCYCLES & PARTS
Motorcycle Insurance
Financing Available
Master Charge — Bankamericard
1629 S Standard SA 543-9688

Yamaha & Triumph of Fontana
Sales Parts Service
Maico, DKW, CZ, Hodaka, BMW
9008 Sierra Ave.
Fontana, Calif.
(714) 822-2252

YAMAHA DEALER
USED PARTS ALL MAKES 40% to 60% off
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd.
Burbank, Calif.
849-5907 or 845-8738 Ex. 7

John Maynard Insurance says
"Hey Mr. Dealer"
We carry all types of insurance coverage – garage liability – fire – theft & dealer bonds
Save Up To 25%
JOHN W. MAYNARD INS.
3447 Motor Ave., L.A., Ca.
(213) 836-5211

It's All You Need
At Your Motorcycle Dealer
NPG LUBRICANTS
P.O. Box 2037
Mission Viejo, Ca.

ANOTHER FINE PRODUCT FROM

Silencers — for expansion chambers or mufflers. Lets you run quiet without undesirable power loss. 24 sizes — one to fit most any bike. Clamps right on, easy to take apart and clean. $9.95.
BOB BAILEY
GARDENA, CALIFORNIA
Dept. CN-W
17124 S. Western Avenue
Gardena, California 90247
Phone (213) 327-8538

Stradley Shows Eureka Troops How

By Sue Bailey

EUREKA, CAL., Oct. 31, 1971 – Jay Stradley, Expert rider from Arcata, led all three motos in the 350-Open Amateur/Expert class at the first motocross held at Orick Rodeo Grounds on October 31.

Stradley, expert indeed, wheeled ahead at the start, unchallenged in the last two heats. In the first one, Gary Howard, Amateur from McKinleyville, after taking over second position from Richard Miller, proceeded to advance on Stradley. He passed him on the far curve, increased the distance between them and then something fell off his bike, causing him to fall back into third position. Howard continued to push, passed Miller again, but to his dismay was penalized one lap for going outside the tires. This left the positions to first place, Stradley, second place, Richard Miller, and third to Marion Matlock. Howard finished second place to Stradley in the last two motos, which gave him the second place trophy for the second largest amount of points. Miller wound up in third place.

In the 250cc Amateur class, Lonnie Foster was the victor. He was beat out by Mike Thrash in the first moto, only to discover Thrash had been penalized one lap. Foster wheeled his bike off to a fast start in the next two motos and led all the way to the checkered flag. In the second moto, the race was between Pat Richter and Mike Thrash for second place. Thrash was holding his own very well, except on the first curve, where Richter tried to pass him on the outside, only to fall back on the jump. This frustrated Richter for three laps, until he wised up in the sixth lap, started to the outside. Just as Thrash was looking over his left shoulder, Richter sneaked by him on the inside to take over second place to finish the 10-lap event. The final line-up was Foster, Richter, then Thrash. However, the overall scores gave Richter the third place trophy and Thrash, second.

(Results on page 24)

MOTOCROSS SCHOOL

AJS Works rider Vic Eastwood will be holding a motocross school for Northern California riders on Dec. 11 at Plymouth, Calif., the day prior to the Dirt Diggers North M.C.'s Benefit motocross for injured rider Larry Batistoni.

The school will be limited to 40 students for the Saturday instruction, with an entry fee of $15 per student.

The school will begin at 9 a.m. and further information can be obtained by phoning 916/783-5676 any day after 6 p.m.

Orland Indoor Big Success; Pestoni Tops Gennai, Foley

By John Noffsinger

ORLAND, CAL., Nov. 6, 1971 – Glenn County Fairgrounds drew riders from all over Northern California to participate in the first of six Indoor Short Tracks on an asphalt track.

A sell-out crowd greeted the riders who put on an exciting show featuring such well known riders as Jim Foley and John Gennai. However, both had to take a back seat to Steve Pestoni of Sacramento, Calif., who won every race he was entered.

Some of the boys really had trouble keeping their bikes on the track at the start, many doing wild wheelies causing other riders to fall and take others with them. In fact, in one race one rider on a 250 Suzuki was forced into the hay bales in the north corner, hit them and his bike went over the retaining fence hanging there. In the meantime, the rider took a header over the fence and landed in the first row of paying spectators. He was uninjured; in fact, he returned to restart again, however, his bike had suffered in the action, and he followed the group around the track.

The races were run in fine order, especially for an opening night, and two classes were run: A 125 and 250 event.

The action is fast, at times slippery, and very noisy. One should take cotton for the ears. The seats are fixed up fine, one has a good view of the racing at all times, and refreshments are near, and varied.

The remaining dates for the series include Nov. 20 and 27 and Dec. 4 and 11.

VALLEJO MX CANCELLED

By James Brammer

VALLEJO, CAL., Nov. 7, 1971 – Complaints from local residents caused cancellation of the American Canyon M.C.'s motocross scheduled for today at the Vallejo Speedway. The Napa County Planning Commission says the motocross course represents a new racing facility and therefore they would have to look into the matter further before approval. Seems the Oct. 24 motocross was too successful. It generated bad publicity in a Napa newspaper from a local trailer court resident. With the Friday night races already closed for the season, there are no motorcycle races currently scheduled at Vallejo.

NOISE: The sound that kills the sight.

MOLLY BLUE from HRL

debuted at Ascot,

July 2nd – made a terrific impression.

mettco

MAICO

PENTON

think....mettco
1528 s. santa fe ave.
compton, ca. 90221
(213) 636-6144

New desert demonstration rides:
Suzuki 400 MX; BSA 500 MX; AJS Stormers; Montesa Cappras

SUZUKI CITY

728 So LaBrea, Inglewood, Calif. (90301)
(213) 674-1431

Wanted! AMA Members!

To represent in government Motorcycle Owners, Riders, and Enthusiasts
PO Box 26062, Sacramento 95826

FOR
HODAKA-BILITY
see your local HODAKA dealer
Distributed by Tiger Distributing
653 W. Broadway, Glendale, Ca. 91204

WHEEL LACE & TRUE
Honest, professional work, inexpensive (volume)
Call (213)396-1383 Ask for Ray
between 8 am & 10 pm

1971 GREEVES CLEARANCE SALE

250cc $895.00
380cc $995.00

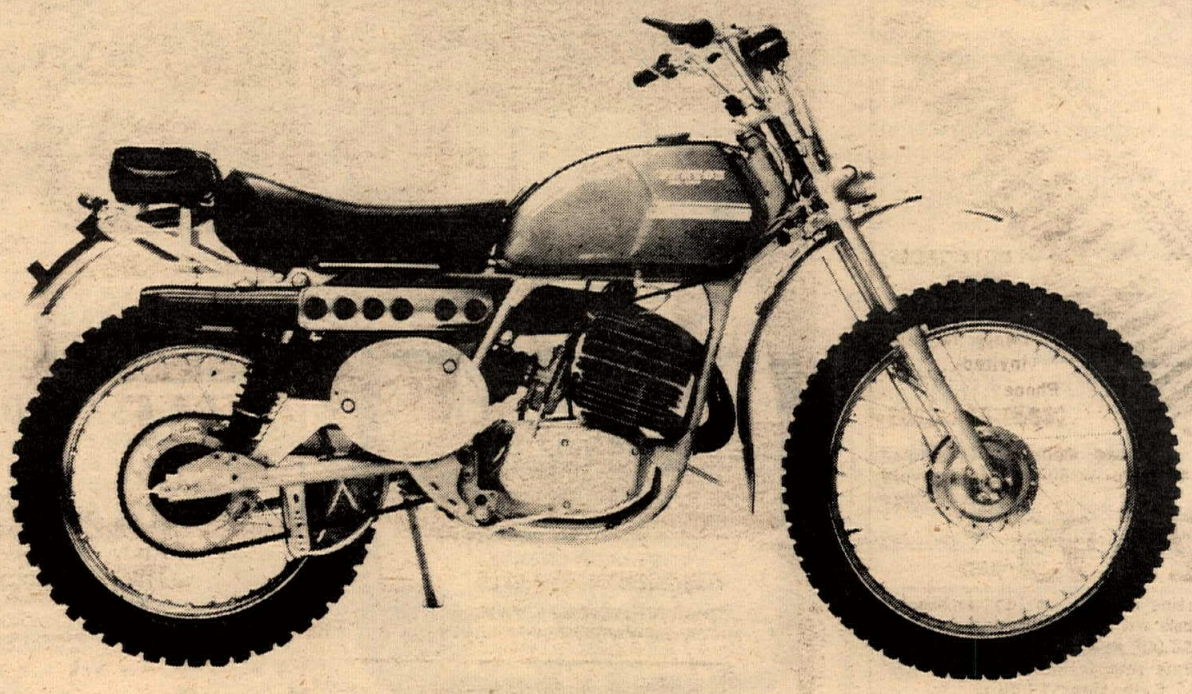
WHILE THEY LAST

Greeves

Buy Now And Save $$$$$.
Can Ship Anywhere In U.S.

Write or call
Nick Nicholson Motors, Inc.
11573 Vanowen St., North Hollywood, Calif.
213–764-8674

PROUDLY ANNOUNCING THE NEW PENTON SIX-DAY



The machine that powered the U.S. ISDT World Trophy Team to 5 Gold Medals

JOHN PENTON

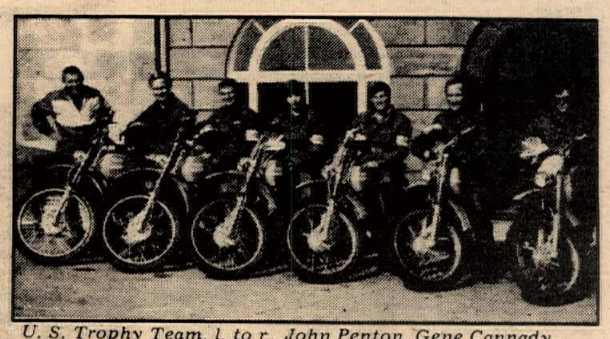
All year we at Penton Imports aimed toward one goal that peaked at this year's running of the 46th International Six-Day Trials.

In all the years of American involvement in the olympics of cycling we put forth this year the most unified effort ever in producing the U.S.'s most competitive team. The selection of an elite six man team by the AMA selected through tough qualifier trials like Berkshire and Trask Mountain and previous six day experience formed the strongest U.S. team ever.

To compliment the elite group required a cycle of the most advanced design and craftsmanship, capable of competing against the foreign works machines. That cycle chosen, our Penton Six-Day. Our New Generation light-weight is the most advanced competition cycle in production today. Chrome Molybden frame, Cerianni suspension, high performance Sachs 6-speed engine and a geometry that means the finest in handling along with the finest attention paid to detail.

The combination certainly paid off this year with the U.S. Trophy Team collecting 5 gold medals and finishing 4th for the best U.S. finish ever in the world classic.

We think we have the finest light-weight sportcycle in production today and invite you to see this fine machine at your dealer or write us for a new brochure and dealer.



U. S. Trophy Team, l. to r., John Penton, Gene Cannady, Tom Penton, Jack Penton, Dane Leimbach, Lars Larson, Dick Burleson.

Gold Medalist Tom Penton on a country road.

PENTON

Penton West – 2150 S. Santa Fe Street, Santa Ana, California
PENTON IMPORTS – 1354 Colorado Avenue, Lorain, Ohio 44052

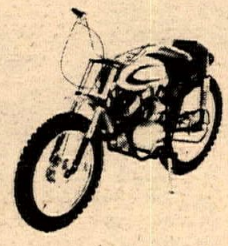
ED KRETZ
& SON MOTORCYCLES
HONDA
TRIUMPH
BMW
PIRELLI
DISTRIBUTOR
D-A SPEED – SPORT OIL DISTRIB.
MAICO
SUZUKI
AT.0-8244
417 E Garvey
MONTEREY PARK Cal.

Northern California's Premier International Motocross

Roger DeCoster	Belgium – Suzuki
Joel Robert	Belgium – Suzuki
Heikki Mikkola	Finland – Husqvarna
Dick Mann	U.S.A. – BSA
Sylvain Geboers	Belgium – Suzuki
Brad Lackey	U.S.A. – CZ
Adolf Weil	Germany – Maico
Willie Bauer	Germany – Maico
Torlief Hansen	Sweden – Husqvarna
Vlastimil Valek	Czechoslovakia – CZ
Ake Jonsson	Sweden – Maico
Bryan Kenney	U.S.A. – Husqvarna
John Banks	England – CZ
Dave Bickers	England – CZ
Russ Darnell	U.S.A. – Suzuki
Gaston Rahier	Belgium – CZ

Advance sale tickets

SPECIAL DRAWING FOR ADVANCE SALE TICKET HOLDERS ONLY.....STEEN F-100 MINI-CYCLE.



PLEASANT HILL
BILL CHANEY H-D
3355 NO. MAIN STREET

SAN RAFAEL
CYCLE TOWN
933 FRANCISCO BLVD.

SANTA ROSA
ANG ROSSI MOTORCYCLES
415 DAVIS STREET

DUBLIN
SMITH'S CYCLE HAVEN
7293 VILLAGE PARKWAY

CHICO
BILL BROWNELL MOTORCYCLES
231 NORD AVE.

SAN FRANCISCO
DUDLEY PERKINS H-D
66 PAGE STREET

HONDA OF SAN FRANCISCO
(PARTS DEPT.) 824 ELLIS ST.

OAKLAND
NELSON BROS. MOTORS
4500 EAST 14th STREET

LINDSTROM & SELF H-D
8227 EAST 14th STREET

SAN JOSE
SAM ARENA H-D
2921 MONTEREY ROAD

SANTA CLARA HONDA
4902 STEVENS CREEK BLVD.

SACRAMENTO
JOE SARKEES MOTORCYCLES
2509 BROADWAY

ARMANDO MAGRI H-D
815 - 12th STREET

STOCKTON
McGILL MOTORCYCLE, INC.
1850 CHEROKEE LANE

MODESTO
ANDRES H-D
1209 - 9th STREET

HAYWARD
HARLEY-DAVIDSON OF HAYWARD
25224 MISSION BLVD.

SAN LEANDRO
CYCLE CENTER
16520 EAST 14th STREET

REDWOOD CITY
A & A MOTORS
2771 EL CAMINO REAL

LAFAYETTE
RICK SCHELL'S SPORTCYCLES
3369 MT. DIABLO BLVD.

MAVRICK

MOTOCROSS MODEL $32.00 pair
Dealer Inquiries Invited
Phone: (805) 824-4261
Deluxe Model $34.00 pair
4" travel w/60-90 progressively wound springs

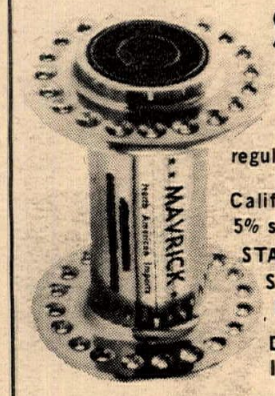
$29.95 pair

Spring Ratios from 65† to 125† in stock
Shocks come with 78† as standard spare springs $8.00 pair.
Complete rebuild kits $5.00 ea.
1½" Extensions $3.00 pr.
Seals $1.50 pair

Please specify motorcycle make & model. Mount type required. Eye at each end or eye and clevis type. Now in stock the new "Mavrick" 5-way adjustable heavy duty shocks, rebuildable lustrous chrome springs, 11½" or 12¾" length available. Center to center of eyes 3½" travel.
We Pay Postage on Prepaid Orders.
California Residents add 5% for sales tax
NOW.....NEW ADDED WARRANTY.....
If the seal fails on any MAVRICK unit within 90 days from date of purchase we will replace the seal free.
P.S. Does anybody else do this?

MAVRICK
DOES IT AGAIN

Take advantage of the best buy of the year. SPOOL HUBS, 40 hole with 5/8" bearings included. Best alloy with chrome like finish.



$10.00 on this introductory offer,
regular price $15.00.
Calif. residents add 5% sales tax.
STAINLESS STEEL SPOKES IN STOCK NOW
Dealer Inquiries Invited

MAVRICK
NORTH AMERICAN IMPORTS
2325 Cerro Gordo, P.O. Box N
Mojave, Calif. 93501

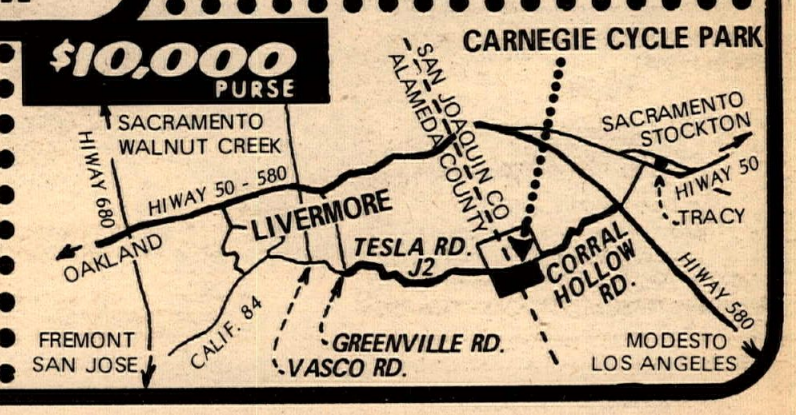
TRANS AMA
NOV. 28
CARNEGIE CYCLE PARK

AMERICA'S TOP RIDERS
AGAINST THE CHAMPIONS OF EUROPE.
500cc INTERNATIONAL
TRANS-AMA
plus 250cc SUPPORT CLASS
CARNEGIE CYCLE PARK • LIVERMORE, CALIFORNIA
PROGRAM STARTS AT 12-NOON
OVERNIGHT CAMPING - RACERS ONLY

COMPLETE AMATEUR MOTOCROSS PROGRAM
SATURDAY, NOVEMBER 27
125 - 500 - OPEN
Practice 9 A.M. • 1st Race 10:30 A.M.
ENTRY . . . . . $5.00 • GATE $3.00

ADMISSION AT GATE $5.00
CHILDREN UNDER 12 WHEN ACCOMPANIED BY AN ADULT . . . . FREE

A special mini-bike drawing will be held for advance sale ticket holders
ADVANCE SALE $5.00
Send check or money order to:
RACE
P.O. BOX 2161
CASTRO VALLEY, CA 94546



dealers and distributors
you can now have your very own
hot hats
for complete price list, write to:
cycle news products
box 498
long beach, ca 90801
or call
advertising department (213) 427-7433
to order,
send color desired and basic art logos

TRANS-AMA MOTOCROSS

Two World Champions Take Over Tulsa

Roger DeCoster drops straight downhill, plomp. The thingies on the front forks protect the superlight forks against dents which could put the tubes out of business.

By David Swift

TULSA, OKLA., Nov. 14, 1971 — Roger DeCoster was on form and no one could touch him. Dust filled his lungs just like it filled everyone else's lungs but for a full 90 minutes he just went faster and faster and faster. It was the third Trans-AMA motocross for both DeCoster, the newly-crowned 500 world motocross champion, and teammate Joel Robert, prevailing 250 world champion, and they had yet to make the impressive showing one would expect of such a chap who holds such a title. At Tulsa Motosport Park, they did, and then some.

Rahier. It wasn't long before Rahier unloaded (Rahier: "Pass Va-leek, *non?*" Nods his head, opens an imaginary throttle with a smile, then gets wide eyes while making tumbling motion. "Not pos-*see*-ble!" He clutches his injured forearm. He still tried to finish the day but reluctantly dropped out of the third moto.)

It was DeCoster for the rest of the day and his third moto would be the mind-boggler. Here, he and Sylvain Geboers scrammed from the pack but no battle developed. Geboers had been rather off-form thus far, finishing 13th in the first moto and falling in the second, and seemed content to motor to

waiting for a safer place, the Belgian chose to do it on a wide, hard flat-out groove. He dove deep into the turn, smacked off the berm and zapped his Yankee Suzook mate on the inside. No sandbagger, he.

Robert may have had to stand in DeCoster's shadow — many spectators were upset that "Robert didn't do well", which interprets, "Robert didn't cream everybody" — but no one had a longer haul than Joel. First moto, he forgot to turn on his gas. That was the nasty rumor, anyway. Well in the dust-choked rear, the five-times motocross king displayed the vehicle of his greatness as he studiously, slowly, continuously picked off rider after rider. Time was tight when you're that far back, there is no way you're going to catch DeCoster and Torleif Hansen and Adolf Weil before the week is up. But Robert did pass everyone else at least once and it was majestic to watch him do it. He never wastes a motion.

The only good start Robert got as in the second moto. A lap later it was DeCoster, Geboers, Robert and Hansen in a wheel-wheel parade. Poor Sylvain succumbed to pressure as he negotiated one of the stomach-shrinking downhills, started dog-paddling, and gently plopped over at the bottom. He even crashes delicately. He quickly rejoined behind Hansen and that is how they finished. Roger had pulled a ten-second lead over Robert, though.

Hansen, incidentally, has been the most consistent rider on the circuit who has yet to win an overall so it looks like

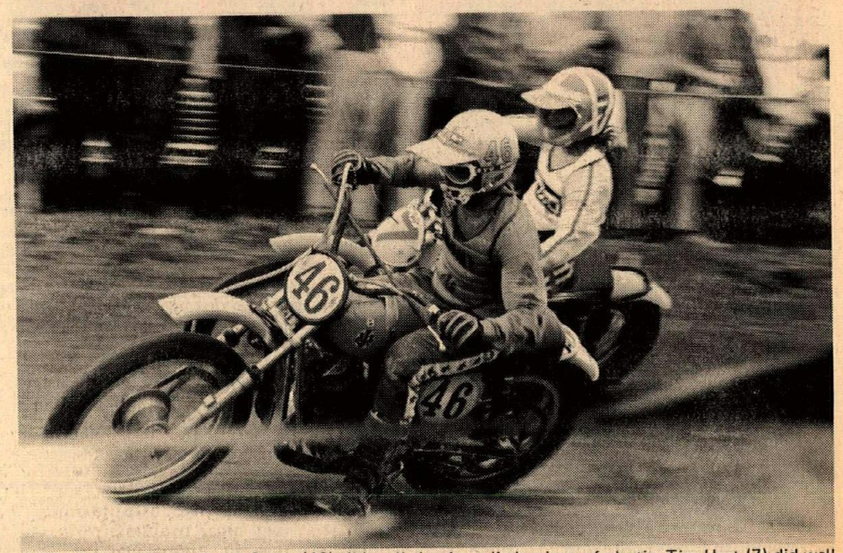
Joel Robert (15) escapes from Thorleif Hansen. A model of consistency for the series, Hansen finished third overall.

he's about due.

Adolf Weil was in hot contention for a better spot in the standings but sat out the second moto with a sour bike. The underground buzz was that he had changed engines but no protest was filed.

Top American honors went to Brad Lackey but not without a tussel with John DeSoto. The Flyin' Hawaiian has improved considerably since Suzuki gave him a one-off factory jobber, the RH-71. He is a different rider than the one that left California two months ago, having adopted the typically European techniques of subtle lines and throttle control while engaging in less of the photogenic theatrics one normally associates American motocrossers with.

Lackey did very well, finishing higher in all three motos than he has in a while. This might be due, in part, to Tulsa's California-like track and the fact that Heikki Mikkola and Bengt Aberg dropped out last week with injuries. But Brad and DeSoto obviously have the potential to pull a surprise or two



AJS' sole campaigner Doug Grant (46) did well despite a little piece of plastic. Tim Hart (7) did well despite Barry Higgins.

Roger destroyed his opponents; Joel gave them a sporting chance and gently coaxed them into submission.

Vlastimil Valek led the first moto but quickly submitted to diminutive Gaston

line around the course and was having a nifty time flogging it to death. With less than five of the 30-minutes left, in fact, DeCoster prepared to lap John DeSoto, who was running 12th. Instead of

Haute couture.

Gary Chaplin has been going fast since this series began and no doubt was

getting fidgety at not having won. Today, he did it.

"I feel good," he said after winning the first moto from Tim Hart, thus far the most successful rider in the 250's. "I love the track. It's bitchen. I'm gonna win..."

The second moto looked somewhat like the first with Chaplin taking the lead from Hart with Doug Grant in third. Chaplin ran away with it but Grant and Hart, in repeat of many previous performances, had a full-bore battle. It nearly ended when they collided at the top of a hill and Tim lost five seconds. Angry at Grant, he beat the clock, reclosed a gap, and on the last lap passed him for second.

Grant didn't do much in the last moto thanks to a plastic particle from a gas can which lodged in his carburetor. Denver's Jim Wicks grabbed the lead and with Chaplin in furious pursuit. Barry Higgins took Grant's place and proceeded to give Hart sport. Working well back from the leaders, Higgins and Hart traded positions a few times. Earlier, Barry complained about racing for three years straight without a vacation and his weariness was evident. Now he was stoked and going fast enough to take third from Tim in the final moto.

In the meantime, Wicks was brilliantly holding off Chaplin. The blonde Californian's last chance came when he set himself up inside Wicks on a first-gear turn but missed the crucial shift. It looked like it was the only mistake Chaplin made all day. It was an overall win but Gary wanted the sweep to boot.

Sylvain Geboers (8) didn't have his best day at Tulsa; DeCoster (23) did. Joel Robert is hidden in this picture which was taken on the first lap of the second 500 moto.

Brad Lackey reserves a spot on the starting line.

Jim Wicks got tough in the last moto 250 and won.

500 INTERNATIONAL		
Roger DeCoster	1, 1, 1	Suz
Joel Robert	4, 2, 3	Suz
Thorleif Hansen	3, 3, 6	Hus
Sylvain Geboers	13, 4, 2	Suz
Adolf Weil	2, —, 4	Mai
Pierre Karsmakers	7, 5, 8	Hus
Chris Horsfeld	6, 11, 7	CZ
Willi Bauer	5, 9, 9	Mai
Brad Lackey	9, 8, 7	CZ
Andy Roberton	8, 6, 16	Hus
John DeSoto	14, 7, 12	Suz
Vlastimil Valek	11, 14, 10	CZ
Mark Blackwell	12, 12, 11	Hus
Peter Lamppu	15, 10, —	Mon
Dave Bickers	20, 16, 14	CZ
Gary Jones	10, —, —	Yam
Dale Burton	17, 19, 15	CZ
Bryan Kenney	20, 15, 17	Yam
Sonny DeFeo	—, —, 13	CZ
Kent Ohlin	19, 15, —	Hus
250 NATIONAL		
Gary Chaplin	1, 1, 2	Mai
James Wicks	2, 2, 4	Mai
Tim Hart	5, 5, 1	Mai
Doug Grant	3, 3, —	AJS
Barry Higgins	7, 6, 3	CZ
Rob Norgaard	15, 4, 7	CZ
Wyman Priddy	4, —, 8	CZ
Williams Osthoff	10, 9, 5	—
Jack O'Leary	8, 7, 17	Yam
Tom Rapp	6, 15, 10	Bul

Perennial problem.

Gary Chaplin brought home his first 250 victory and barely missed doing it in style.

PACESETTER-250cc TRANS-AMA NATIONALS!

MAICO

Point Standings at Conclusion of Tulsa Motos

1.	TIM HART	MAICO	2240
2.	GARY CHAPLIN	MAICO	1256
3.	DeWayne Jones	Yamaha	1190
4.	Tom Rapp	Bultaco	1082
5.	Dick Burleson	Husky	700

Who's taking the Money Home Department

Oak Creek October 24			
250cc	WERNER SCHUTZ	MAICO	1st
Bay Mare October 31			
250cc	WERNER SCHUTZ	MAICO	1st
500cc	WERNER SCHUTZ	MAICO	1st
Indian Dunes November 7			
250cc	WERNER SCHUTZ	MAICO	1st
500cc	WERNER SCHUTZ	MAICO	1st

Join the Pace — go MAICO!

WEST
COOPER MOTORS
110 E. Santa Anita Ave.
Burbank, Calif. 91502

ILL.-IND.-WIS.-W. KY.
DEBENHAM IMPORTS
887 Main St.
Antioch, Ill. 60002

EAST
EASTERN MAICO
Royal & Duke Sts.
Readsville, Pa. 17084

WHAT'S BLACK AND WHITE AND READ ALL OVER?

WEST Cycle News

America's largest and most complete weekly motorcycle newspaper

Cycle News is read cover to cover by thousands of rider/enthusiasts just like you, because it is the only place where they can get first class coverage which directly pertains to them, week after week after week after....

To reserve your copy, use the handy order form provided below, or simply phone us.

NOW! you can subscribe BY PHONE! CALL (213)427-7433 from 9 to 5 weekdays.

SUBSCRIBE TO CYCLE NEWS

CYCLE NEWS WEST (1 yrs.) $9.00
CYCLE NEWS WEST (2 yrs.) $15.00
CYCLE NEWS WEST (3 yrs.) $18.00
(4 times a month)
Via 1st class mail for one year $21.00
Via Air Mail for one year $29.00

☐ This is a new subscription
☐ THIS IS A RENEWAL
☐ I enclose check or money order
☐ Please bill me

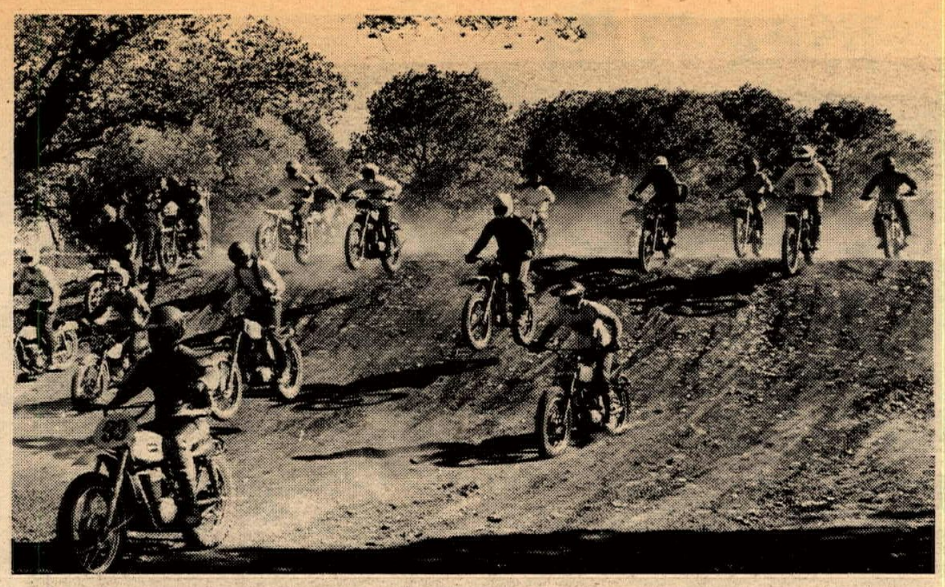
Dear Rheba: Please send me my very own copy of Cycle News each week.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP ____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!
Please fill out this form completely and allow three weeks for new subscriptions to start.
Prices Listed For U.S. Mail Only. Foreign Rates on Request.
Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.



Junior Soffa Sweeps Dunes

By John Grout
Photos by Racing Photos

VALENCIA, CAL., Nov. 14, 1971 — Raymond Soffa, who was riding a well waterproofed Bultaco, was the only rider among 300 entries at today's all-Junior motocross at Indian Dunes that was able to collect a perfect three for three.

Soffa, a contestant in the races for the more experienced 100cc throttle-twisters with four or more motos experience, roared to long-yardage victories in all three of his starts while dodging the mud hole on the front part of the Shadow Glen course — the one which kept getting his fellow riders into trouble.

The only racer to ever lead the eventual overall winner was Bob Kline on the small but potent Steens bike. However, Kline wasn't able to hold that lead for any length of time, and, when Soffa got ready he got the front-running spot. Finishing behind the Bultaco flyer on the day's overall charts were two Rickman riders: Chuck Herbert and Ron Capadagli.

Eddie Rinnert (Hod) turned back Dick Lande (Hon), Chuck Billiet (Hod) and Mike Merrick (Hod) in gaining the overall win for the 100cc Beginners.

Jeff Vidi, Penton-mounted, had some fierce duels with Yamaha rider Larry Bird and another Penton racer, Tom Alexander, before he was finally able to accomplish the "big score" against the 125cc Beginners in Div. "A". While Tom Glum (Bul) and Bob Koester, who was also riding a Bultaco, were too close at press time to determine a winner of the "B" group.

The big brass in the races for 125cc Novices went to: Gary Huber (Bul) and Tracy Walters, who was Suzuki-mounted.

Kurt Koder (Yam) seemed to dispose of the 250cc Beginners in a handy fashion, and should be returning to the racing wars next time out as a fairly competent, four-plus competitor.

Two Bultaco riders, Rod Scott and Bob Boyle, fought wheel-to-wheel for the better part of the day during the three heats for 250cc Novices in division "A" — and the only thing that they were able to learn, was that they had tied for the day's overall on the final results sheets.

Taylor Sisco (CZ) and Ellis Robertson, who was straddling a very rapid Bultaco, finished 1st and 2nd in 250, division "B" heats.

Larry Kopp (Hus) was the overall victor among the Open Beginners. While Gary Dranow, a heady-type rider on a fast CZ, proved to be too much against a fine field of Open Novices.

Indian Dunes Park will be featuring a wild double-header motocross this weekend, with the Juniors returning to the course on Saturday, and an all-class race with a $500 Senior purse programmed for Sunday.

Also on Sunday's program, will be the riders from Mitco Bultaco of Buena Park, as they challenge the current holders of the seven-foot A.C.E. Team Match Race Trophy, American Motocross of Fullerton.

Tom Rapp and Larry Pfutzenreuter will attempt to lead the challenging team; while Werner Schutz of Pfiffinger, West Germany will be joining Bill Payne, Bill Urban, Warren Burrell and Bob Kulek as a teammate on the American MX crew.

Mark Nohr (2), Dave Smith (10) and Jim Cooke come out three abreast in CMC's battle at Carlsbad.

BOWER CARLSBAD WINNER

By Eric Raits

CARLSBAD, CAL., Nov. 14, 1971 — Chuck Bower took home the largest bag of money among the Experts at the Carlsbad CMC Motocross today.

Bower rode his familiar Penton to a third in the 125 class and a Maico to win the 250 class.

Bower took advantage of other Experts' hard luck as Bill Urban was forced out with transmission problems and young Morris Malone sustained a foot injury in the 250 class.

Gary Harris worked demonaically to overcome a bad finish in the first moto and took a deserved second overall ahead of Santa Ana, Calif.'s Steve Erickson.

The 125 Expert races showcased Bill Urban's established talent and the rising expertise of Jim Beauchamp. Urban and Beauchamp finished one-two every race as Beuachamp kept pressure on the winner lap after lap.

Dave Smith and Mark Nohr were like a two truck and a Corvair — inseparable all day. Nohr had to settle for second as Smith beat him two out of three. Brent Rhoades was smooth and steady in third place.

Bruce McDougal found the damp, dust-free surface to his liking and won all three of his races in the 250 Intermediate class. Doug Sherman returned from two months of shooting and hooking Northern California wildlife to place second in this competitive class. San Diego's Mark Lickert was third.

Robert Spicer and John Volkman were 500 and 125 Intermediate winners. Spicer had two first and a third on a BSA.

Nearly 30 riders made up the 500 Junior entry and Jim Scott topped the herd.

Urban and McDougal were joined by the day's only other three moto winner, Richard Pinnick in the 125 Juniors.

Ron DeSoto returned to CMC motocrossing but retired early with mechanical problems on his Mid-Valley CZ.

(Results on page 24)

Brenton Rhodes goes up-n-o'er a Carlsbad MX jump.

Schutz Shines at Night MX

By Eric Raits

GARDENA, CAL., Nov. 12, 1971 — West German Werner Schutz easily won two classes at the Friday night Ascot motocross.

The Maico rider dominated the 250 and 500 Expert divisions, beating a sparse field of the professional riders. Schutz alternated between screaming around the course and driving lazily as the mood struck him for six wins in as many races.

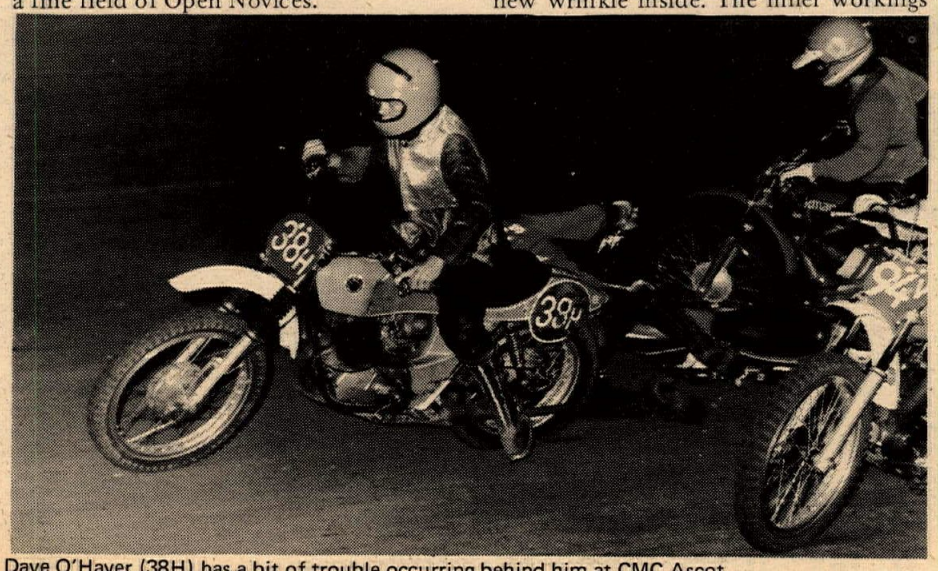
Dave Pessey and his electric Ossa promised to be a threat according to Pessey but he tangled with another rider in the first moto and screamed insults into the night air as the Schutz-led pack disappeared into the distance. Pessey experienced mechanical problems in the next moto to give Schutz the clear victory. Pessey was riding an Ossa with a new wrinkle inside. The inner workings and hidden mechanisms of his bike had been hooked up so that electricity to the coil was interrupted momentarily when the shift lever was depressed. This shut the engine off while the transmission was shifted, thus obviating use of the clutch. Pessey was enthusiastic over the device and looked fast in the third moto.

Three riders tied for second place in the 250 Expert class. Pessey, Bill Rubly and Rod Steffler each had a second, third and fourth.

Joe Scotland found the absence of Tom Cook and Jeff Wright gratifying and had an easy night to beat Bob Brown and Tom Gutierrez in the 125 Expert class.

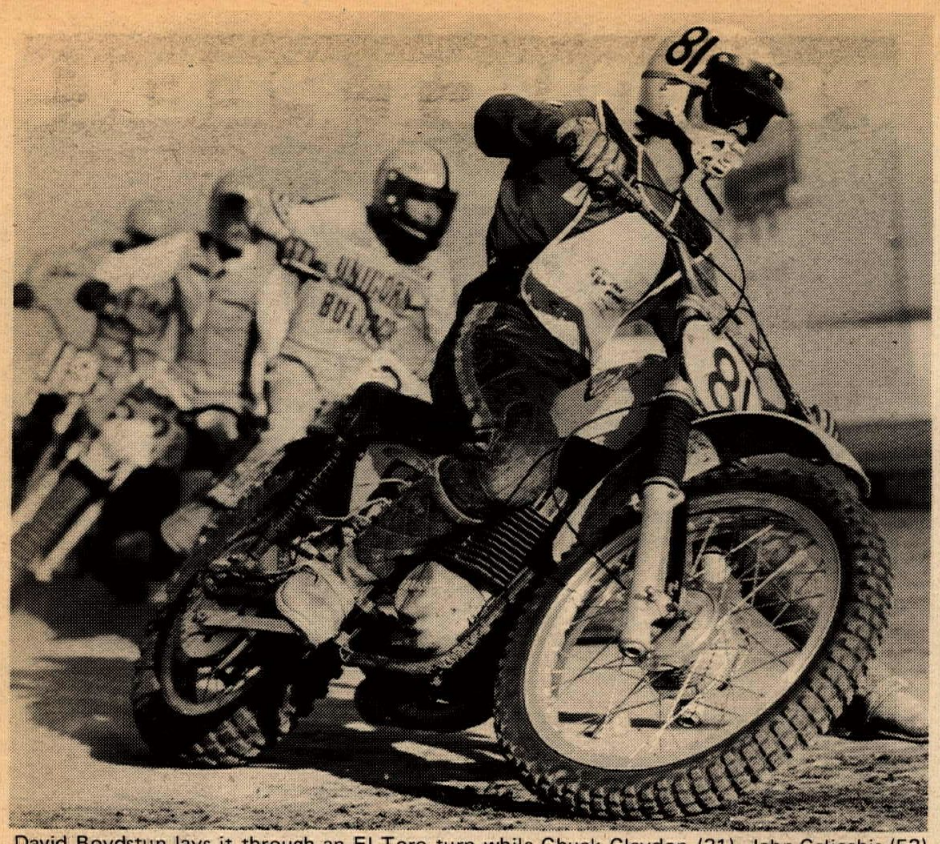
Behind Schutz in the 500 Expert-Intermediate combined race, all was chaos as different riders fought for second place. Clifford Bean took second ahead of Glen Lund among the Experts but Mike Higashi was the night's surprise. Intermediate Higashi finished well all night, once riding an inspried race to stay in sight of Schutz. Higashi finished top 500 Intermediate for his efforts.

(Results on page 24)



Dave O'Haver (38H) has a bit of trouble occurring behind him at CMC Ascot.

Alex Posca (26L) leads a parade across the narrow trail through the Ascot water, while reflections in the water are unusually sharp.



David Boydstun lays it through an El Toro turn while Chuck Claydon (31), John Calicchis (52) and Marty Davis (119) follow suit.

USRA TT/ST Picking Up

By Buzz Baty

EL TORO, CAL., Nov. 14, 1971 – Last Sunday, Nov. 7, saw the USRC, sanctioning body for the Friday night MX races at El Toro Speedway, put on an open event and a kinda "run what you brung" Sunday afternoon of racing.

The program was explained to all those present, and they must have liked what they heard, and what the USRC program was, as today, saw those 35 come back, as well as 16 more.

All riders joined the USRC, paid the $5 entry, and practice and racing got under way.

There were some familiar faces and machines, and some new ones. Scott Smith was out, and has that winning way still in hand. Scott won the 100/125 Sr. ST in his usual easy looking style aboard his 125 Yamaha.

David Boydstun is back to ride TT as well as his MX-ing, and showed the troops that TT is pretty easy for a real good MX rider as he won both the 250 and Open Sr. TT events with his 250 Maico.

(Results on page 24)

Steve Heim shows form.

INDIAN DUNES MOTOCROSS

-Indian Dunes Park, Valencia, Calif.-

ACE Sanctioned

SUN. NOV. 21st

ACE Sanctioned

"INTERNATIONAL RACING RADIO CREW" "BENEFIT RACE"

Powder Puff - 100 - 125 - 250 - 500 - Old Timers Classes

(water proofing recommended)

JUNIORS

Finalist Trophies plus
Super Prizes – Tires – Boots –
Handlebars – Gloves – Helmets

SENIORS

$500.00 CASH PURSE

(paid per moto and Overall)

SPECIAL TEAM EVENT - AMERICAN MOTOCROSS CHALLENGES MITCO BULTACO

Entries:
Mail $5.00 Jrs. *
Post $8.00 Jrs.
Seniors $10.00
* Entries must be rec'd. 24 hours prior to event

INFORMATION:
A.C.E., Inc.
P.O. Box 174
Newhall, Calif. 91321
(805) 259-8007

Signup 6:30 to 8:30 am - Practice 7:30 to 8:30 am - First race 9:00 am

RIDE WITH THE ONE AND ONLY

Old Timers Club

Meetings 4th Monday each month 8 pm at Mike's Pizza, 8160 Van Nuys Blvd., Van Nuys
For info:
Ed Poore (805) 498-8976

HONDA TRIUMPH

GOING OUT FOR BUSINESS SALE!

HONDA '72's

CHECK THESE PRICES

CB 750	$1419	CL350	$605
CB 500	1229	SL 175	536
CB 450	836	SL 125	423
CL 450	836	SL100	362
SL 350	676	CL 70	286
CB 350	605	CT 70	253

$200 SAVINGS
–ALL '71 TRIUMPHS

BILL ROBERTSON and SONS

5626 TUJUNGA AVE., NO. HOLLYWOOD 766-4356
6825 SANTA MONICA, HOLLYWOOD 467-2141
2909 W. OLIVE, BURBANK TH 5-2117

CLOSED SUNDAY

Sale prices upon presentation of this ad ONLY

BAYMARE MOTOCROSS

(Baymare Ranch, Moorpark, Calif.)

ACE Sanctioned

SUN. NOV. 21st

ACE Sanctioned

"ALL JUNIOR DAY"

(Special BEGINNERS ONLY Classes)

3 Full round Motos - ALL CLASSES

Finalists
"SUPER THROPHIES"

Entries:
Mail $5.00 *
Post $7.00
Gate $2.00
* Entries must be rec'd.
24 hours prior to event

Finishers
"100% RACING PLAQUES"

Information:
A.C.E., Inc.
P.O. Box 174
Newhall, Calif. 91321
(805) 259-8007

Signup 6:30 to 8:30 am - Practice 7:30 to8:30 am - First race 9:00 am

Bultaco Specialists

BAY AREA BULTACO, INC.

1352 Centinela, W. Los Angeles

Open 9 am to 6 pm Mon. thru Sat.

(213) 826-7856

Simichrome

Shines Suddenly

Simichrome is a honey

Cleans quick as a bunny

COMPETITION CHEMICALS Tube $1 Can $3.45

713 Estes Street

Iowa Falls, Iowa 50126

WARREN WILSON MOTORS

MONTESA

9000 SEPULVEDA BLVD.

South of Nordoff in Sepulveda, Calif.

(213) 894-9218

Motorcycle Sales Service

MUNTZ MOTORCYCLE PARK

OPEN 7 DAYS — 500 ACRES - Moorpark — OPEN 7 DAYS

BRING-A-BIKE RENT-A-BIKE

Rentals available from 60cc to 175cc * dirt bikes hourly or daily * free instruction

TRACKS & COURSES

Motocross * TT Scrambles * Minibike * Trials * Hillclimbs * miles of trails

ROUGH SCRAMBLES

By Simi Valley M.C.

NOV. 21

District 37 Points

Info (805) 526-6408

SILENCERS REQUIRED

50¢ Gen. Adm. SILENCERS MANDATORY $2 per bike

West on Ventura Freeway to Thousand Oaks -- Right on Route 23 (North) 5½ Miles to Tierra Rajada Road and turn Right.

805/529-2371 or 213/787-0380

ORANGE COUNTY Cycle EAST

IN STOCK

HODAKA SUPER RAT'S AT THE OLD PRICE, NO INCREASE

SALE

250cc Rickman 5 speed, 2 only $995.00

1 – 250cc & 2 – 370cc AJS $895.00

Rickman, Yamaha & Hodaka chassis kits in stock

Orange County Cycle East

1211 S. Main St., Santa Ana, Calif.

(714) 542-2334

PRODUCT PEEK!

NEW $5.95

New garbage disposal for Amal's very popular concentric carburetors allows rapid drain of sediment and water from float bowls. *Instant tune-up* after wash jobs or dirt in tank or fuel line. Ask for item no. **D-101** from *fastest in the west !*

SEMA — MIC Motorcycle Industry Council

STEEN'S

PROMPT MAIL ORDER SERVICE !!!

1635 WEST VALLEY BOULEVARD · BOX 2276

ALHAMBRA, CA. 91803 · (213) 289-4351

OVER 1,000 ACCESSORIES FOR MOTORCYCLE AND RIDER

All latest equipment and apparel for road, desert and competition. BELL, GRANT, H-A STAR safety helmets from $9.95. World famous BELSTAFF riding jackets and suits for rain and night riding.

Full line leathers, pants, riding boots from $18.95. All types gloves, goggles, visors. English DUNLOPS, BARUM, YOKOHAMA tires, tubes. NGK plugs, CHAMPION gold palladium plugs. YUASA batteries.

All types windshields and special fairings. Exhaust pipes, mufflers and megaphones. CERIANI forks, suspensions, KONI and rear shocks, chromed carriers, handlebars and mirros ($2.25). Case hardened security chains and locks ($14.95). Full line equipment and accessories for street freaks...gas tanks, custom seats, springs, sissy bars, freeway pegs.

Most everything in stock, no waiting or back orders. Quick self service. Department store operation. Over 4,000 sq. ft. cram-packed goodies. LO LO prices.

LARGEST INVENTORY IN WEST

Dealers welcome.

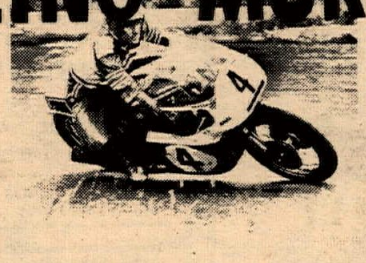
THE OUTRIDER

motorsport accessories department store

Santa Monica Fry. to Overland Ave. Exit, north to Pico, East 5 blocks to 10545 W. Pico Bl., LA, Ca.

Open 10-7 Daily, 10-5 Sat. (213) 474-6650 or 879-3350

★ RACING MURALS ★



exciting multicolor

1.95 ea.

3 for 5.00

TRIUMPH	BSA	YAMAHA
__ Gene Romero	__ Jim Rice	__ Chuck Palmgren
__ Don Castro	__ Dave Aldana	__ Jim Odom
__ Tom Rockwood	__ Dick Mann	__ Keith Mashburn
__ Gary Nixon	__ Don Emde	__ Kenny Roberts
H-D	**SUZUKI**	Also:
__ Mert Lawill	__ Art Baumann	__ Kel Carruthers (Vesco/Yam)
__ Mark Brelsford	__ Ron Grant	__ Jody Nicholas (Norton)
__ Cal Rayborn		

Enclosed, find $..... . Please send ..... murals as indicated above @ 1.95 each, 3 for 5.00 . Add 50 cents for postage and handling per order. Calif. residents add 5% sales tax.

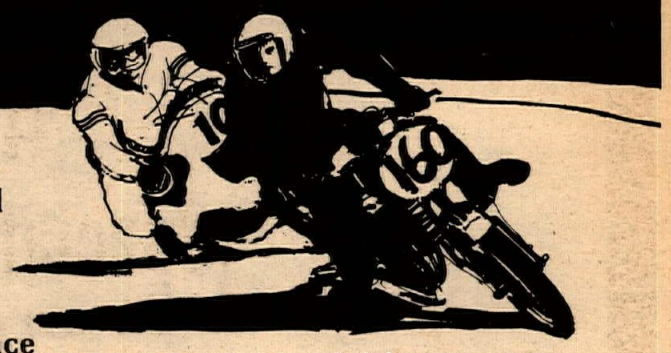
Print Name .....

Address .....

City ..... State and Zip .....

COMPETITION GRAPHICS P.O. Box 2127, Stanford, Calif. 94305

Spectator and Racing Participants Insurance



Track Owners Promoters and Clubs. We are specialists in motorcycle racing insurance

Bodily Injury
Property Damage
Accidental Death
Dismemberment
Loss of Sight
Medical Expense
Reimbursements

Associations we insure include:

American Federation of Motorcyclists (A.F.M.) of California

American Cycle Association (A.C.A.) of California

California Motor Sport Club (C.M.C.) North & South

Inter-American Racing/International Motorcross

Speedway Racing Association (S.R.A.)

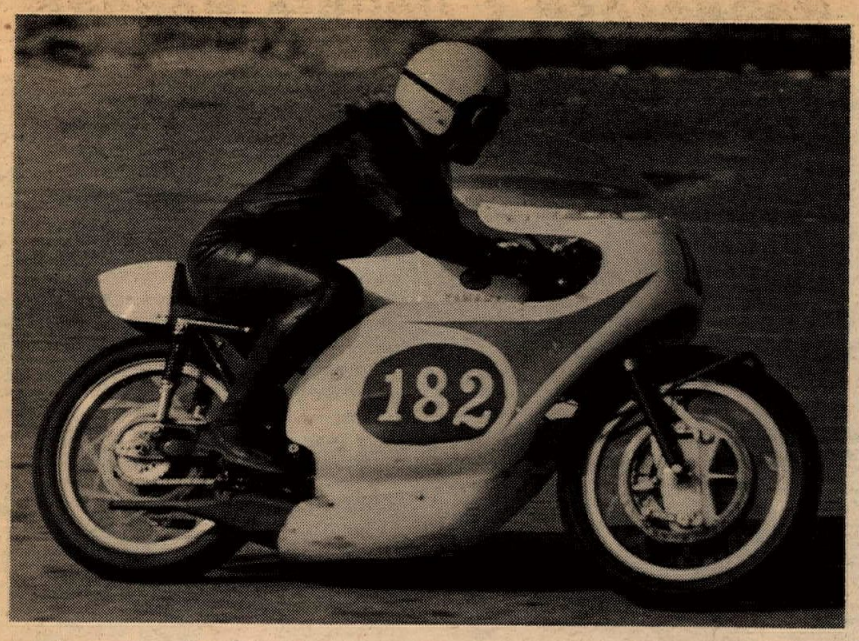
Hawaii Motor Sport Association, Inc.

Endorsed by the International Competition Association

Call Motorcycle Department Manager — (213) 937-2011

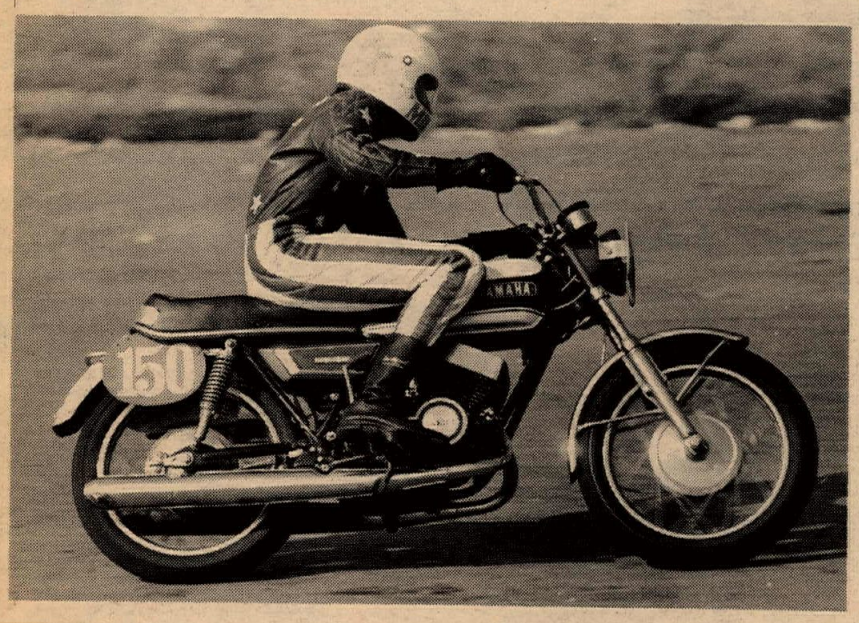
Michael Bender & Assoc., Inc.

5225 Wilshire Blvd., Los Angeles, Calif. 90036



ENDICOTT, DEVLIN SNARE CARLSBAD VICTORIES

CARLSBAD, CAL., Nov. 7, 1971 – Bob Endicott (above), shown here unsuccessfully campaigning his Yamaha, won the Open Production event at the ACA Road Race at Carlsbad Raceway. Mike Devlin took home another 350 Production win on his sporty Yamaha R5. Full results on page 24.



395 Racing Team Socks it to Perris

By Phil Carpenter

PERRIS, CAL., Nov. 6, 1971 – 395 Racing Team showed the Perris Racing Team the way around their own home grounds in the first team race of the series at Perris Race Track tonight.

Roaring under the checkered flag for first, second, third and fifth places out of eight, the 395 Racing Team socked up an outstanding total of 1,052 points.

Leading the team to victory on his mighty 500 BSA was Don Emmons and passing everything in sight on his way to a second place was 125 Kawasaki mounted Bobby Sanders.

Jeff Cesmat, just returned since the terminal illness of his father, brought his trusty 250 Bultaco to a third place while on his screaming 100 Kawasaki, Dennis Briggs, current HRA point leader, scored up the fifth place overall points for his team.

With smiles as bright as their new red and white racing weskits, the 395 Team were welcomed by excited fans as they came under the checkered flag. This reporter hasn't seen such spirit and enthusiasm at any TT race in many moons...in fact, since the East-West race of years back. Riders are even waiting to get on the alternate list.

The Perris team was bugged with mechanical troubles all during the evening. Each team had a 100, 125, 250 and Open rider with an alternate for each class standing by ready should man or machine be out of the running. Next team race of the four-event series will be Nov. 21, third Sunday of the month, as the red carpet is rolled out for the Perris Team at 395 Cycle Park.

WIN A 400 SUZUKI

If you've been reading the Valerian's ads recently, you'd know how. But, in case you haven't, here's what you do: Race and win your class at the regularly scheduled events at the Ponderosa, a pair of Hare Scrambles staged by the Greyhounds M.C. on the first Saturday and Sunday of each month near Lancaster, Calif.

All the names of winners will go into a pot and after the final event on Sunday, Jan. 2, 1972, a drawing will occur and the winners' winner will bag a 400 Suzuki.

For complete details, drop by Valerian's or phone 213/475-4541.

Daytona Turn Delights 395ers

By Phil Carpenter

ADELANTO, CAL., Nov. 7, 1971 – From Arizona to San Diego, riders came to ride the Sportsman half-mile today at 395 Cycle Park.

"Out-of-Sight" was the word when the riders and spectators alike saw the track. Seems the desert quiet had been broken all week as man and machinery had made a new Daytona-type turn on the north end to the delight of all and more clay had been added to the track. Riders felt that the banked turn increased the speed 20 mph.

Riders in the Expert TT and ½ mile took home $125 cash. Ascot regular Steve Nichols took home the cash in the 250 TT and ½ mile while placing third in the Open X TT and ½ mile.

Walt Foster pushed Dan White into a new track record of 55 seconds on the TT course breaking the old record of 61 seconds. The 100 Expert TT and 100 X ½ mile was a back and forth battle between Palmdale's Mike Laney and Whittier's Bob Sanders with Sanders taking the first place cash in the TT and Laney in the ½ mile.

The 100 Novice class was a signup of the complete Black family. Brothers Leo, Scott, and Joe dominated both the TT and ½ mile on Kawasakis with big brother Leo taking the trophies.

The 395 Racing Team consisting of Don Emmons, Bobby Sanders, Jeff Cesmat and Dennis Briggs with alternates Tim McCool and Jim Maupin gave an exhibition of how they socked it to 'em at the team race at Perris the night before.

The day was made for racing – mild and sunny weather; even the ambulance didn't move. With the HRA point season ending Thanksgiving, riders are totaling up those valuable points for next year's number.

(Results on page 24)

Happy Holidays From THE CYCLE HOUSE

COMPLETE LINE OF ACCESSORIES

SHOWROOM: 1420A S. VILLAGE WAY
SANTA ANA, CA. (714) 836-1454
"WHERE THE SANTA ANA AND NEWPORT FREEWAYS MEET"

Christmas AT THE CYCLE HOUSE WILL BE ON JANUARY 29, 1972.

WIN $100 IN PARTS & ACCESSORIES

FILL IN ENTRY BLANK BELOW. COMPLETE DRAWING TO BE HELD AT 12 NOON JANUARY 29, 1972. NOTIFICATION BY REGISTERED MAIL. Out of state winners WILL RECEIVE A $100 MAIL ORDER CERTIFICATE. NO PURCHASE NECESSARY.

VALIDATE YOUR ENTRY AT THE CYCLE HOUSE SHOWROOM AND BE ELIGIBLE FOR A $50 BONUS.

SMITH & MIEZWA WIN

On October 30th at the Cycle House two winners of their showroom contest were announced. Scott Smith, 11, of Woodland Hills won the Yamaha Mini Enduro. The Smith family are avid Yamaha riders and now Scott can join their trail ventures. Second prize went to Frank Miezwa, 17 of Santa Ana who chose a J & R Expansion Chamber for his Kawasaki 120.

Congratulations guys! The CYCLE HOUSE would like to thank all of you for joining in the contest and for stopping and shopping at the CYCLE HOUSE.

CONTEST ENTRY BLANK
Name Your Age
Address
City State Zip
TYPE CYCLE OWNED MODEL CC's
CN100

THE CYCLE HOUSE

SEND $1 FOR CATALOG
Dept. CN100
P. O. Box 10059, Santa Ana, Calif. 92711

MX OVERALLS & ACCESSORIES
Quality items, discount prices
FREE flyer & price list
J & L Associates
3162 Garden Ave. Dept. A
San Jose, Calif. 95111

Ride Silent...

"Blendzall"
RACING CASTOR

POURS AT –30°!

BLENDZALL . . . the only lubricant that pours from the can at a freezing –30! And BLENDZALL mixes at 30 to 40 to 1.

BLENDZALL . . . a racing castor developed to outperform all others under grueling conditions And we've been proving it for 15 years! No cylinder drag or wear, no worn pistons, because BLENDZALL moves to heat . . . not from it. Eliminates seizures and smoke. BLENDZALL is the only castor based lubricant with a seal conditioner, preservative and RH-1.

Hot or Cold . . . you can depend on BLENDZALL to improve engine performance and endurance.

Addzip Additives
Mfrs. of "Blendzall" Racing Castor
1433-37 First St., Escalon, California 95320
(209) 838-7912

Journeyman TRAILERS
12400 Benedict Ave.
Downey, Ca. 90242
(213) 869-6616

* YAMAHA *
RACE PREPARATION — PORTING
DYNO TUNE — BORING
MACHINE SHOP — 142cc KITS
CHOPPER ACCESSORIES — PAINTING

IMPACT CYCLE ENGINEERING
17622 CHATSWORTH ST., 368-1615
GRANADA HILLS

DYNAMOMETERS
Hanson Engineering
P.O. Box 2354, Canoga Park, Cal. 91306
(213) 882-2667

★ ATTENTION ★
TURNERS CHAMBERS
We've gone wholesale, deal direct.
Save up to $12.00 per pipe.
Effective Now!
213-531-1619
8052 E. Rosecrans, Paramount, Ca. 90723

HUSQVARNA
Distributed by
Med-International 4790 Palm Ave.,
La Mesa, Calif. 92103

250 400 CZs
IMMEDIATE DELIVERY
(714) 278-4030
Mesa Cycle
4689 CONVOY
SAN DIEGO, CA.
92111

Parts & Accessories — All Makes
TIRES MOUNTED FREE
FLATS FIXED $1.50
CYCLE SHACK
1645 W. Chapman Ave., Orange, Ca.
(714) 633-7644

THEY MOVED

South Bay Cycle recently moved and expanded its sales and service facilities as well as adding the complete line of Kawasaki motorcycles. The new retail sales stores is located 2001 Artesia Blvd., Redondo Beach, Calif. 213/379-3344. Owner Joe Kubichek is stressing a complete service philosophy and towards that end has devoted nearly half his facility to mechanic's bays, wash racks, welding area and a fully equipped machine shop designed to handle any assignment. Kubichek is also the official U.S. distributor for Jawa speedway motorcycles and parts and has on hand a complete line of spare parts. South Bay Cycle is also a dealer for the entire Jawa line, including CZ motocross motorcycles as well as the powerful lineup of Norton street motorcycles.

Deadman's Holds First Quiet Race

By Dave Brown

APPLE VALLEY, CAL., Nov. 7, 1971 — Deadman's now requires silencers. It started on November 7, and it made for more pleasurable viewing. Many riders lost their silencers during the course of the day, but they'll probably fasten them more securely before the next race, November 21.

Division I of the 100's saw some good competition as M. Holbrook was able to hold off Dave Coulter for the win, both on DKW's. It's good to see Dave back with us after about a year's absence.

The 250's got it on as Division I saw D. Slaton take his Bultaco to wins in the first two motos. Problems set in during the third moto and Slaton could only manage an eighth which gave the overall win to consistent D. Wilfong aboard his CZ. Slaton was still able to hold for second.

As usual, the Intermediate/Senior races put on some hot-shoe competition. Jerry Ragsdale is the usual winner in the 100 Intermediate class but he's moving soon to England. Consequently, he sold his Suzuki. Young R. Boten was the purchaser, and he promptly went out and won the 100 Intermediate class, while Walter Pollack was putting it on the 100 Seniors, also Suzuki-mounted.

The Peterson family brought out their DKW stable and promptly captured first and second in the 125 Senior competition. Lonnie was first and Von was second.

The 250 Seniors were flat moving, but none fast enough to catch Rex Staten on his CZ. Tony Rogers brought his Maico in for a well-earned second with CZ-mounted Ken Bowser in for third.

The final race of the day was the "Buddy Race". Four laps of pure torture on the passenger as most race bikes don't have rear pegs. The big bike class fell to Rex Staten and Morgan Malloco as R. Boten and Jerry Ragsdale took the small bike win. Everyone had a bouncing good time.

(Results on page 24)

RESCUE 3 LOSS

WILLIAM J. BUSH, three year President of Rescue 3 Inc. died Wednesday, November 3, 1971 at Loma Linda Hospital in Redlands.

Mr. Bush was the second oldest member of Rescue 3 and has served on the executive board for four years.

His devotion to Rescue 3 and off-road racing will be long remembered.

Ponderosa's Double Header

By Wes Anderson, Sr.

LANCASTER, CAL., Nov. 7, 1971 — The first weekend of the month as always, the Greyhounds held their Hare Scrambles at the Ponderosa Ranch. The race consists of three 9-mile loops, with a 10 a.m. start both Saturday and today. There are two stop checks in the field and a flying home check.

On a sunny Saturday morning, 103 riders were off to the smoke bomb with Tom Clodt (Hus) leading with Doug Winchell (Bul) hot on his heels. Doug got around Tom and led to the second check. Tom, a many-time Ponderosa winner, took over the lead to win and Doug was second.

First 125 was Randy Scott (Yam) who was about eighth overall. The trailbikes have a separate start and Gary Charters led the entire race to win. Jack Boone was second on his Baja.

Since the Ponderosa trailbike class is limited to novices only, Gary disqualified himself as he is a Junior. Gary was given a free entry and told to read the instructions more closely.

Today was another beautiful California day as 166 eager riders lined up for the start. Once again it was a Clodt and Winchell battle until Winchell seized his motor and Clodt broke a shock. Mark McDonald (Kaw) had been running third, but Harley's trailbike ace, Mitch Mayes, riding a Husky in the Open class, had been working his way up and took over to win. Mickey Freeny (Bul) was second and McDonald a very close third. Adelanto's pride and joy, Monte Lee, was first 125 on his rapid Yamaha.

Steve Stevens (H-D) won the trailbike class after working his way up from a poor start. Sandy Robertson (Hod) was second. Saturday 15-year-old Sandy was third and this two days of good riding gave Sandy the new McHal Apollo helmet.

The Dirty Old Men's Race was held later in the day. The ancient ones were to go one loop if possible. With some grey haired old ladies in rocking chairs cheering them on, the old fogies took off with moans and groans. Stewart Nelson led until he ran out of Geritol. This reporter (52 years) held on to a Honda for first. Second was Howdy Lee (62 years) on his Yamaha. All of the Senior Citizens who finished trophied.

All trophy winners in Nov., Dec., and Jan. get a chance to win a new 400 Suzuki donated by Valerian's Two Cycle City. The drawing will be at the Ponderosa after the race Sunday, Jan. 2, 1972. Winner must be present.

(Results on page 24)

SPEEDWAY INFO

Public communcations and general information related to speedway motorcycle racing under the Speedway Racing Association can be secured by writing to Race Information, 135 W. Union St., Pasadena, Calif., 91101, it was announced recently by the Board of Directors for the prominent racing group.

"Now that the speedway racing season has closed in California, it is the right time to project our plans towards next season," explained Peter Palmer, president of the S.R.A., "and give prospective members, promoters, enthusiasts, riders, and mechanics information on the sport if they want to participate next season."

TRANS-AMA TICKETS

Tickets are now available for Northern California's premier international motocross, the Trans-AMA.

Tickets for Northern California's biggest-ever moto are available at numerous motorcycle dealerships throughout the area.

A special drawing, only for advance sale ticket holders, has been set with a beautiful Steen's F-100 Mini-Cycle going to the lucky ticket holder. The 100cc machine is a well-crafted cycle and a fine prize.

Tickets may also be obtained on race-day at the entrance to Carnegie Cycle Park or by mail from: Race Promotions, P.O. Box 2161, Castro Valley, Ca. 94546. The admission price is $5.00 with children under 12, when accompanied by an adult, free.

Earn a chance to win a Suzuki 400 from Valerian's.

[And we do mean earn!]

If you compete — and win a trophy — at the Ponderosa Hare Scrambles any Saturday or Sunday in November, December or January, your name will go into a pot.

On January 2nd, we'll pick a name from the pot and award the Suzuki 400.

This contest is strictly for bike riders.

There are no coupons to fill out. No jingles to write.

All you have to do to win . . . is win!

For complete details, drop by our shop. Or call (213) 475-4541.

Valerian's Two Cycle City, Ltd.

10673 West Pico Boulevard — at Overland

Los Angeles, California 90064 — Telephone: (213) 475-4541

Sales — Service — Accessories — Parts — Champion Leathers

HUSQVARNA · JAWA/CZ · SUZUKI · PENTON · MZ · MONTESA · ZUNDAPP · MINI-TRAILS

open monday through saturday

You can be extremely fortunate!

The HOUSE OF HANDLEBARS...

....is accepting applications for managers of pending retail outlets.

"ONLY ONE HITCH"....

...do not apply unless...

A. You are a damn good parts and accessory salesman

B. You know motorcycling backwards

C. You are knowledgeable of industry trends

D. You have qualified experience as parts and accessory salesman.

IF YOU DO NOT QUALIFY ON THE POINTS ABOVE... ....DO NOT APPLY!

Qualified applicants call David Ham (213)423-2064

RESULTS

HRA TT & HALF-MILE
395 Cycle Park
Adelanto, Calif.
Oct. 31, 1971
TT
100 NOV.
Richard Drake Kaw
Craig Roloff Yam
Gary Evans Kaw
Julie Schamel Kaw
125 NOV.
Jack Smith, Jr. Bul
Dan Muirhead Yam
Gary Drake Kaw
Brian Coakley Yam
250 NOV.
Brad Dugan Bul
Tom Warne Yam
R.P. Bodenhamer Mon
Bill Burton Mon
OPEN NOV.
Thomas Howe H-D
Ron Adams BSA
Rick Harris Yam
125 EX.
Tim McCool Yam
Richard Sweaney Kaw
Dennis Briggs Kaw
Mike Laney Hod
250 EX.
Earl Roloff Yam
Jeff Cesmat Bul
Jim Maxwell Als
Craig Johnson Bul
OPEN EX.
Walt Foster Yam
Tom Horton Tri
Neil Winston Tri
Jim Maupin Tri
MINIBIKE
Shawn Soloman
Kevin Shanahan
John Evans
HALF-MILE
100 NOV.
Terry Stannart Kaw
Julie Schamel Kaw
Gary Evans Yam
Richard Drake Kaw
125 NOV.
Dan Muirhead Yam
Jack Smith, Jr. Bul
Brian Coakley Yam
Gary Roderick Yam
250 NOV.
R.P. Bodenhammer Mon
Brad Dugan Bul
Frank Moats Yam
Tom Warne Yam
OPEN NOV.
Thomas Howe H-D
Ron Adams BSA
Rick Harris Yam
125 EX.
Tim McCool Yam
Richard Sweaney Kaw
Mike Laney Hod
Dennis Briggs Kaw
250 EX.
Earl Roloff Yam
Jimmy Maxwell Als
Jeff Cesmat Bul
Craig Johnson Bul
OPEN EX.
Walt Foster Yam
Don Emmons BSA
Tom Horton Tri
Neil Winston Tri
MINIBIKE
Shawn Soloman
John Evans
Kevin Shanahan

MOTOCROSS
Sprockets M.C.
Wichita, Kans.
Oct. 31, 1971
By Carol Witt
125 SPORTSMAN
Dudley Biddle Pen
Mike Tracey Kaw
Bob Ottaway Car
125 EXPERT
Rickey Jordan CZ
Marvin Whitham Yam
Mike Johnson Car
250 SPORTSMAN
Jim Harvey Bul
Steve Ricketts Mai
David Edwards Yam
250 EXPERT
Wyman Priddy CZ
Tony Wynn CZ
Tony Martin Hus
OPEN SPORTSMAN
Wayne Lee Mai
Bud Lee Hus
E.A. Edwards CZ
OPEN EXPERT
Wyman Priddy CZ
Mike Krebs Mai
Jim Watts Mai

DEADMAN'S POINT
Apple Valley, Calif.
Nov. 7, 1971
By Dave Brown
MINI-BIKE
D. Watkins Jr. Hon
K. Harlow Yam
POWDER PUFF
S. Staten Oss
D. Frost Yam
100 JR. DIV. I
M. Holbrook DKW
D. Coulter DKW
W. Yetto Hod
100 JR. DIV. II
S. Aageson Ric
C. Rose Hod
D. Meyer Ric
125 JR. DIV. I
B. Twinting Bul
M. Hogan Yam
S. Bealer Yam
125 JR. DIV. II
B. Brecker Yam
S. Wright DKW
V. Tamietti Yam
250 JR. DIV. I
D. Wilfong CZ
D. Slaton Bul
D. Brown CZ
250 JR. DIV. II
D. Bonds Mai
D. May CZ
J. Chambers Mai
500 JR.
B. Brecker Hus
M. Bennett Hus
J. Habel Mai
100 INT.
R. Boten Suz
100 SR.
W. Pollack Suz
125 INT.
J. Rich Suz
125 SR.
L. Peterson DKW
V. Peterson DKW
250 INT.
S. Johnson CZ
J. Kraus CZ
250 SR.
R. Staten CZ
T. Rogers Mai
K. Bowser CZ
500 INT.
J. Miller Mai
J. Howard CZ
K. Parker CZ
500 SR.
G. Cochell Bul

MOTOCROSS
Arizona Desert Raceway
Liberty, Ariz.
Oct. 31, 971
By Mike Murphy
POWDER PUFF
Barbara Keeme Mai
Betty Health Pen
100 BEGINNERS
Jim Strickland Yam
Duane Alber Yam
100 NOVICE
Barry Noblitt Suz
Michael Strokes Hon
125 NOVICE
Jim Lawrence Bul
Lee Noblitt Suz
Don Mulkins Yam
250 NOVICE
Eric Blatt Hus
Darryl Tussing Kaw
Humberto Keeme Mai
OPEN NOVICE
Dennis Chamberlain Hus
David Skidmore Yam
Juan Russell Suz
250 PRO
Dave Miller Hus
Craig McCann Gre

HRA TT/½ MILE
395 Cycle Park
Adelanto, Calif.
Nov. 7, 1971
By Phil Carpenter
100 NOV. TT
Leo Black Kaw
Roger Dehne Kaw
Scott Black Kaw
Richard Drake Kaw
Eric Arras Kaw
Joe Black Kaw
125 NOV. TT
Gary Drake Kaw
Jeff Dodd Yam
Leo Black Kaw
Gary Roderick Yam
Mark Love Yam
Roger Dehne Kaw
250 NOV. TT
Steve Waller Bul
Craig Everhardt Bul
Robert Moores Kaw
Terry Wyrembek Yam
Bill Burton Mon
OPEN NOV. TT
Brian McMillan Tri
Frank Moats Yam
Duke Wyrembek —
100 EX. TT
Bob Sanders Kaw
Mike Laney Hod
Rickey Milner Kaw
Doug Westly Kaw
Dennis Briggs Kaw
125 EX. TT
Bob Sanders Kaw
Dennis Briggs Kaw
Earl Roloff Yam
Doug Westly Kaw
Tim McCool Yam
250 EX. TT
Steve Nicols Bul
Craig Johnson Bul
Chet Burt Bul
Earl Roloff Bul
Richard Sweaney Kaw
Dennis Briggs Kaw
OPEN EX. TT
Dan White Yam
Walt Foster Yam
Steve Nicols Tri
Don Emons BSA
Donald McKay Tri
100 NOV. ½ MILE
Leo Black Kaw
Roger Dehne Kaw
Julie Schamel Kaw
Gary Evans Kaw
Keith Edwards Kaw
Joe Black Kaw
125 NOV. ½ MILE
Gary Drake Kaw
Leo Black Kaw
Gary Roderick Yam
Mark Love Yam
Terry Statum Yam
250 NOV. ½ MILE
Brian McMillan Tri
Wade Killen BSA
Bill Wright H-D
John Peterson Yam
100 EX. ½ MILE
Mlle Laney Hod
Bob Sanders Kaw
Dennis Briggs Kaw
Doug Westly Kaw
Rick Sweaney Kaw
125 EX. ½ MILE
Tim Carroll Yam
Bob Sanders Kaw
Doug Westly Kaw
Tim McCool Yam
250 EX. ½ MILE
Steve Nicols Bul
Earl Roloff Bul
Vic Hensley Oss
Tom Carroll Yam
Gary Scroggsin Yam
Richard Gino Yam
OPEN EX. ½ MILE
Dan White Yam
Walt Foster Yam
Steve Nicols Tri
Don Emmons BSA
Jimmy Lynch Tri
Donald McKay Tri
MINIBIKE TT
JOhn Evans
Robert Walker
Scott Walker
MINIBIKE ½ MILE
John Evans
Robert Walter
Dylan Niehardt

INDOOR SHORT TRACK
San Jose, Calif.
Nov. 6, 1971
By Bill Spencer
15-LAP MAIN 1:59:605
Greg Hodges Suz
Bob Scalley Bul
Steve Foster Bul
Dave Hansen Tri
Mike Yarn Bul
Bill Morgan Bul
Terry Graham CZ
Joe Allen Bul
Jeff Hammond Oss
10-LAP CONSOL. 1:24:097
Ron Wisler Duc
Rick Hocking Bul
Bill Flett Mon
Dave Bostrom Oss
SEMI 1 1:21:252
Jeff Hammond Oss
Bob Scally Bul
Joe Allen Bul
SEMI 2 1:22:534
Steve Foster Bul
Bill Morgan Bul
Greg Hodges Suz
TROPHY DASH 4:144
Joe Allen Bul
HEAT 1 1:04:886
Russ Powell Bul
Steve Foster Bul
Gerald Johnson H-D
HEAT 2 1:06:147
Joe Allen Bul
Dave Hansen Tri
Bob Scally Bul
HEAT 3 1:06:093
Jeff Hammon Oss
Mike Yarn Bul
Al Ludwigsen Bul
HEAT 4 1:05:091
Bill Morgan Bul
Pat McCaul Oss
Greg Hodges Suz

HARE SCRAMBLES
Ponderosa
Greyhounds M.C.
Lancaster, Calif.
Nov. 6-7, 1971
By Wes Anderson, Sr.
SATURDAY
OPEN
T. Clodt Hus
D. Winchell Bul
M. McDonald Kaw
125 CLASS
R. Scott Yam
M. Lee Yam
M. Johnston H-D
TRAIL CLASS
J. Boone H-D
L. Eide Hod
S. Robertson Hod
SUNDAY
OPEN
M. Mayes Hus
M. Freeny Bul
M. McDonald Kaw
125 CLASS
M. Lee Yam
R. Scott Yam
M. Johnston H-D
TRAIL CLASS
S. Stevens H-D
S. Robertson Hod
J. Robinson Hod
DIRTY OLD MEN RACE
W. Anderson Sr. Hon
H. Lee Yam
G. Tomlinson Sr. CZ

HARE SCRAMBLES
Arizona Desert Raceway
Liberty, Ariz.
Oct. 17, 1971
By Mike Murphy
125 NOVICE
Del Ownes Car
Lee Noblitt Suz
Jim Lawrence Bul
250 NOVICE
John Kozlik Suz
Darryl Tussing Kaw
Clark Also Suz
OPEN NOVICE
Joe Davis Suz
Dennis Chamberlain Hus
Ken Haumont Mai
125 PRO
Jessie Owen DKW
250 PRO
Dave Miller Hus
Roger Kloeppel Yam
Paul Redman Mai
OPEN PRO
Sam Redman Mai
Nick High Hus
Bill Nichols A-E
OVERALL
Dave Miller —

ACA ROAD RACE
Carlsbad Raceway
Carlsbad, Calif.
Nov. 7, 1971
PRODUCTION
50cc
Lonny Singer Ita
100cc
Dennis Ruminer Hon
Joe Sharp Suz
125cc
Sid Chambers Tar
Phil Thompson Yam
Jim Haberlin Hon
175cc
James McWorthy Bri
Gerhard Klemm Bri
Bruce Martin Bri
200cc
Kelly Evans Yam
Fred Walti Yam
350cc
Mike Devlin Yam
Tom Franklin Suz
Wes Cooley Suz
500cc
Robert Jones Kaw
Chuck Strohmenger Kaw
OPEN
Bob Endictott Hon
Ed Vasile Hon
Gerhard Klemm Nor
JR. GP CLASSES
50cc
Richard Musser Ita
Lonny Singer Ita
100cc
Dave Olmstead —
Joe Sharp Suz
175cc
Peter Kushdilian Bri
Gerhard Klemm Bri
Bruce Martin Bri
200cc
John Hewitt Yam
250cc
Richard Musser Mon
Tom Milligan Yam
Chuck Strohmenger Yam
350cc
Mike Devlin Yam
Tom Franklin Suz
Bob Crossman Yam
500cc
Keith Patterson Kaw
Robt. Jones Kaw
John Gallagher Kaw
OPEN
Ed Vasile Hon
SR. GP CLASSES
50cc CL. 1
Sid Chambers CE
50 CL. II
Paul Wilde Yam
Ric Mullane Ita
Don Wicks Vam
100cc
Rod Brierley Kaw
Jim Haberlin —
125cc
Phil Thompson Yam
175cc
James McWorthy Bri
Kansas Annis Hon
Mike Velasco Bri
Bob Nelson Kaw

V.O.T.E. TRIALS
Indian Dunes Park
Valencia, Calif.
Oct. 31, 1971
By John Adcox
NOVICE
Jerry Wiencek 34 Bul
Larry Dunlap 49 Bul
Ralph Seth 59 Bul
Richard Gleason 76 Oss
Richard Whitlock 103 Bul
KIDS—CLASS A
Dwaine Walters 5 Hon
Bruce Bolden 12 Mon
Joe Martin 18 Bul
Kelly Miriani 26 Hod
Roy Watson 37 Tri
KIDS—CLASS B
Larry Bearden 23 Yam
Robert Earl 43 Hod
Don Smith 47 Suz
Jeff Lumsden 50 Hon
Vicki Watson 62 Hod
MASTERS
Rich Bledsoe 75 Bul
T. Griffiths 92 Bul
Kevin Walker 98 Bul
EXPERTS
Mark Miriani 147 Gre
Jim Redenbaugh 148 Bul
Martin Belair 154 Mon
Gary Becker 202 Bul
250cc AMATEURS
Mark Aumann 23 Bul
John Bourdeau 23 Bul
Marland Whaley 26 Mon
Ed Mills 36 Mon
Jim Laudeman 36 Bul
125cc AMATEURS
Bernie Schreiber 43 Bul
Rick Hansen 45 Bul
John Adcox 53 Sar
KIDS
Archibald 1 Bul
Randy Rader 2 Bul
J. Lovett 4 Yam
BEGINNERS
Larry Dunlap 5 Bul
Jerry Wiencek 6 Bul
L. Holt 8 Bul

CMC MOTOCROSS
carlsbad, Cal.
Nov. 14, 1971
By Eric Raits
500 EX.
D. Smith Mai
M. Nohr Mai
B. Rhoades Hus
500 INT.
R. Spicer BSA
S. Sullivan Mai
V. Byrnes Hus
500 JR.
J. Scott Mai
L. Aumock Hus
B. Pienta Hus
250 EX.
C. Bower Mai
G. Harris CZ
S. Erickson Mon
250 INT.
B. McDougal Yam
D. Sherman CZ
M. Lickert CZ
250 JR. DIV. I
J. Phillips Hus
R. Williams Bul
R. Cope Mai
250 JR. DIV. II
M. Widgery CZ
B. Wilkerson Oss
R. Battenschlag CZ
250 JR. DIV. III
M. Braun AJS
A. Ortiz Mai
G. Dickson Hus
125 EX.
B. Urban Puc
J. Beauchamp DKW
C. Bower Pen
125 INT.
J. Volkman Bul
D. Launius Mon
M. Roth Pen
125 JR. DIV. I
R. Pinnick Suz
E. Kubota Puc
M. Montgomery Yam
125 JR. DIV. II
M. Parker DKW
T' Port Bul
R. Dine Bul
100 JR.
D. Biddlecome Kaw
M. McCuistion Bul
B. Reams Suz

CMC MOTOCROSS
Gardena, Calif.
Nov. 12, 1971
By Eric Raits
100 JR.
A. Posca Kaw
G. Fraze Hod
M. Kuwahara Hon
125 JR.
P. Hoyd Bul
D. Turk Ric
D. Bragdon Yam
500 JR.
B. Stubbs Yam
R. Zingg Suz
L. Stokey Mai
125 EX.
J. Soctland Yam
B. Brown Ric
T. Gutierrez Yam
125 INT.
S. Copeland Yam
A. Posca Kaw
G. Collins Suz
250 EX.
W. Schutz Mai
D. Pessey* Oss
B. Rubly* CZ
R. Steffler* Ric
* Tied
250 INT.
J. Johnson Hus
R. Forbes Mai
R. Lester Oss
500 EX.
W. Schutz Mai
C. Bean Mai
G. Lund Hus
500 INT.
M. Higashi Hus
R. McClellan CZ
B. Archer Mai

GUT POWER! (Our CZ down pipes)
Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 – 785-5336

SILENCERS EXPANSION CHAMBERS HONDA PIPE
Bassani Manufacturing (714) 630-1821
1117 Fountain Way, Anaheim, Cal. 92806

SACHS ENGINES
LIMITED QUANTITY
BRAND NEW 125cc 5 speed $229.95
15hp SACHS engines in Factory Sealed cartons !!!
Complete with
●24mm BING Carburetor ●Gearlever
●Kickstarter ●Tool Kit ●Exhaust pipe flange
●BOSCH ignition coil ●Service Manual
●Instructions for boring to 152cc for more power
●Directions for increasing flywheel weight for Trials.
DEALER INQUIRIES INVITED! Call or go see
SPEED CENTER, U.S.A.
825 S. VICTORY BOX 470 BURBANK, CA. 91502 (213) 845-8848

TROPHY Pick Up
Eash listing $1.00 per week.
Send to Cycle News, Box 498,
Long Beach, Calif. 90801.

OTTO'S CYCLES of Hollywood
250cc & 400cc CZ's in stock
Mon. — Sat. 'til 8:30 pm
5663 Santa Monica Blvd.
Hollywood, Ca. 90038
(213) 467-0035

HONDA 125 & 150 KITS!
cycle products WEST
11900 W. PICO BLVD. W.L.A. – 477-0997

SUZUKI MECHANIC
If you're a "Super Wrench"...
WE NEED YOU
to handle maintenance section
Call Dick for information
Allied Cycle Phone (805) 259-5350 Newhall

Wanted! Members!
To represent in government
Motorcycle Owners, Riders,
and Enthusiasts
PO Box 26062, Sacramento 95826

The best of CZ is in JAWA!
Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 – 785-5336

STUMP JUMPERS EUROPEAN SCRAMBLES Sept. 5. Trophies may be picked up at Norm Reeves Honda, 909 N. Anaheim Blvd., Anaheim, Cal. Phone Clay Moslers at (714) 778-6700 or John Townsend at (213) 591-1301.

AJS
The new AJS Stormers
haul and handle better!!

HOPETOWN
Simi, Calif.
Nov. 13, 14, 1971

100cc NOVICE	
Joe Granatelli	Bon
Jim Gappa	Hod
Garry Little	Hod
100cc AMATEUR/EXPERT	
Preston Petty	DKW
Tom Zahnter	Hod
No. 49	—
125cc NOVICE	
No results (mud)	
125cc AMATEUR/EXPERT	
Jeff Wright	Ric
Ken Zahrt	Bul
John Rice	Puc
126-200cc ALL CLASSES	
Jeff Wright	Puc
Bob Messer	Oss
Gary Campbell	Yam
POWDER PUFF	
Joyce Soyka	Ric
Joan Wilson	Puc
250cc NOVICE	
Mark Hovater	CZ
Tommy Snyder	Oss
Joseph Scarber	Hus
250cc AMATEUR	
Jon Miller	CZ
Scott Hendrickson	Bul
Ken Zahrt	Bul
250cc EXPERT	
Martin Tripes	CZ
Preston Petty	Mai
Jim Wilson	CZ
SUNDAY	
OPEN ALL	
P. Petty	Mai
M. Haney	Tri
M. Konle	Tri
350 ALL	
R. Jones	Bul
W. Goebel	Kaw
S. Kohler	Ric
500 NOVIce	
B. Naylor	CZ
B. Baxter	Mai
D. Mardon	Hus
500 EXPERT	
J. Wilson	CZ
J. Rice	Mai
R. Thorwaldson	Suz
500 AMATEUR	
D. Bevans	Yam
D. Gribell	Mai
S. Andrews	Hus
OLD TIMERS	
Verbiscois	BSA
Ja. Goldberg	Mai
D. Wilson	CZ
PRO MOTOCROSS	
Bob Grossi	Hus
W. Schutz	Mai
Y. Eastwood	AJS

Dave Smith leads the USRC motocrossers around an El Toro turn. Morris Malone (88), Tore Jonsson (59), Eric Olsen (316) and Bruce PBaron (98) trail.

Chuck Bower has been smoking the USRC clan with his Penton.

Dave Smith smooths out an El Toro jump.

Tore Jonsson Tries USRC

By Buzz Baty

EL TORO, CAL., Nov. 12, 1971 – The slight bit of rain, prior to tonight, served to make the El Toro Speedway course super fast and free of dust for 150 riders.

Add to this the presence of Ake Jonsson's little brother, Tore, on a works 400 Maico, and a really super night of moto-xing was on hand.

The first Int/Exp. 500 moto was a real gas as Morris Malone came off the line like a rocket on his 250 AJS, and try as hard as he could, Dave Smith couldn't get by Malone who rode a great race. With Smith running second, Jonsson, not knowing the course, followed Dave in for third.

The second moto saw Smith on his 400 Maico get by Malone with Jonsson third, But on the second lap, both Malone and Jonsson got off down in the gully letting Martin Richmond (CZ) and Eric Olsen (Hus) in for second and third.

By now, Jonsson was ready to put it all together, but so was Dave Smith and the third moto saw Jonsson push Smith every inch of the way. Dave was equal to the job and Jonsson had to settle for second. Smith got the overall win with Jonsson second and Malone third.

Morris took his Ajay to the number one spot twice, and second once, in the 250 Int/Exp. for the overall 250 win, with Bruce McDougal (Yam) second and Chuck Bower (Mai) third.

Chuck Bower had a good night, and will pick up some of that USRC gold next Friday night, when Bob Maynard and Lew Stoltz pass out the trophies and checks. Bower and his Penton have been real hard to beat of late in the 125 class.

The track was hard and fast, a few riders were riding over their heads, and a couple managed to land on them, here and there, this required the use of the ambulance, which delayed the program a bit, so next Friday night will see to ambulances on hand. If the lads keep gassin' it like they did tonight, they may be needed.

USRC ST & TT
El Toro, Calif.
Nov. 14, 1971
By Buzz Baty

100 JR. TT	
Roy Widner	Kaw
Rick Andersen	Hon
Robert Crecelius	Kaw
125 JR. TT	
Don Grigsby	Yam
Robbie White	Suz
Vern Maxwell	Bul
250 JR. TT	
Dave Menzimer	Bul
Bruce Stevens	Bul
Bill Morrow	AJS
OPEN JR. TT	
Steve Hein	Yam
Mark Calicchio	Yam
Stan Susman	Hon
100/125 SR. TT	
Scott Smith	Yam
Tom Doty	Hon
Keith Crecelius	Yam
250 SR. TT	
David Boydstun	Mai
Davey Davis	Bul
Chuck Claydon	Bul
OPEN SR. TT	
David Boydstun	Mai
Chuck Claydon	Bul
Marty Davis	Bul
100 JR. ST	
Roy Widener	Kaw
Rick Andersen	Hon
Rick Sawyeiz	Kaw
125 JR. ST	
Don Grigsby	Yam
Rex Hailey	Bul
Robbie Waite	Suz
250 JR. ST	
Dave Menzimer	Bul
Bruce Stevens	Bul
Bill Morrow	AJS
OPEN JR. ST	
Steve Hein	Yam
Mark Calicchio	Yam
Stan Susman	Hon
100/125 SR. ST	
Scott Smith	Yam
Tom Doty	Hon
Steve Johnson	Kaw
250 SR. ST	
Davey Davis	Bul
Chuck Claydon	Bul
Tony Dell	Oss
OPEN SR. ST	
Chuck Claydon	Bul
Fred Timberlake	Yam
Marty Davis	Bul

INDIAN DUNES MOTOCROSS
Championships Point Standings
(Leaders Through 3rd Round)

SENIORS		
Ken Zahrt	Bul	60
Larry Watkins	DKW	50
Bryar Holcomb	AJS	50
Eddie Cole	Bul	43
Bill Payne	Mai	40
Bob Kulek	Hus	38
Bob Fisk	CZ	36
Ron DeSoto	CZ	35
Jim Wilson	CZ	33
JUNIORS		
Chris Mogensen	Bul	75
Mark Cavoretto	Bul	67
Ron Acevedo	Bul	65
Joe Granatelli	Bon	55
Ken James	Hus	50
Steve Davison	Ric	47
Mike Waste	Pen	46
Richard Nolte	CZ	46
Ralph White	Hon	43
Frank Giardeina	Bul	39

USRC MOTOCROSS
El Toro, Calif.
Nov. 12, 1971
By Buzz Baty

SCHOOL BOY	
B. Roberts	Hon
B. Dutoit	Yam
G. Woogs	Yam
100 JR. DIV. 1	
B. Stem	Hod
G. Blackwell	Pen
R. Thompson	Bul
100 JR. DIV. 2	
Perry *	Yam
Giovannett *	Hon
G. Tamietti	Bul
* Tied	
125 INT/EXP.	
C. Bower	Pen
D. Giovannetti	Puc
B. McDougal	Yam
125 JR. DIV. 1	
M. Langford	Bul
T. Breker	Yam
L. Tidwell	DKW
125 JR' DIV. 2	
G. Jensen	Yam
B. Zuehl	Yam
N. Bigelow	Bul
250 INT/EXP.	
M. Malone	AJS
B. McDougal	Yam
C. Bower	Mai
250 JR. DIV. 1	
L. McCarthy	Bul
B. Macy	Ric
M. Howell	Oss
250 JR. DIV' 2	
J. Powers	Bul
J. Houm	Oss
R. Jordan	Mai
500 INT/EXP.	
D. Smith	Mai
T. Jonsson	Mai
M. Malone	AJS
500 JR.	
B. Marno	Suz
R. Wills	Hus
R. Badham	Hujs

MOTOCROSS
Orick Rodeo Grounds
Eureka, Calif.
Oct. 31, 1971
By Sue Bailey

100cc NOV.
Dennis Whitaker
Kevin Bognuda
100 AM/EX
Justin Potter
Lawrence Sorenson
125cc NOV. 1st DIV.
Jim Johnson
Darrell Whitaker
Steve Boyl
125cc NOV. 2nd DIV.
Jim Moffat
Barry Anderson
James Newland
250cc NOV.
1st DIV.
Bob Freemantle
Gary Emerson
Patrick McKenna
250cc NOV. 2nd DIV.
Joe Meyers
Dave Jackson
Mike Smith
250cc AM.
Lonnie Foster
Mike Thrash
Pat Richter
250cc EX.
Brian Lee
John Frey
Lyle Dykes
350 OPEN NOV.
Richard Pawlus
Dana Bray
Dennis Tauscher
350 OPEN AM/EX.
Jay Stradley
Gary Howard
Richard Miller

Bad Night for Dragsters

By Keith G. Arnold

WILMINGTON, CAL., Nov. 13, 1971 – The action was unreal tonight as Boris Murray, Sonny Raslowki, Bill Chambers and many others showed for some super fast dragbike racing.

Murray, owner and pilot of the world's fastest and now unofficially quickest fuel dragbike, just finished rebuilding the twin Triumph engines and was out to "check it out a little". Check it out he did with a first run of 164+ at 9+ seconds. Sounds fantastic for a quarter mile run doesn't it? Just think what would have happened if both engines had run! The front engine had breaking in problems, the rings wouldn't set allowing oil to get into the head. Oil and nitro-methene don't burn fast enough for the engine to do more than jus turn over.

The second run was in Murray's own words "very embarrassing". A quick check of the track provided the answer. A think line of oil left by a dragster was the culprit. The look on the face of the La Verne, Calif., champion as he turned around to see what the problem was, was just pure disgust. This man has some kind of hair. Would you look behind you with 250 hp shredding and smoking the tire without letting off the throttle and shake your head in disbelief?

All the dragbike class cycles had their problems. Raslowski had built a new 96-inch sportster engine only to have it blow on his first run. As Sonny passed through the lights at 154 mph, the front half of the ngine flew 20 feet in the air. The reason the head and barrel didn't go higher was that Raslowski's knee was in the way. Score to date: Sonny Raslowski – 1 head, 1 barrel, 1 piston, 1 case, numerous rods and nuts and bolts. Sportster – 13 stitches in knee, 1 pair leathers, some skin, much money. Referee calls it a draw!

In the money bike brackets, Lions regular Terry Vance (Honda 4) defeated Jack Larragoitiy (Honda) to take home $30.

A final note, Murray was asked how he will know when he is really going fast. His reply came back, "I want the bike to scare the hell out of me. Then I'll know that I am going fast!"

McManus Wins 250; Only Second in Open

INDIO, CAL., Nov. 7, 1971 – John McManus of Indio, Calif., riding the Bill Lowell Engineering Kawasaki 250 prepared by Desert Kawasaki, jumped into the lead at the start of the Highsiders' Scrambles and held a commanding lead the entire 45-minute race to win the 250 class here today.

On the same machine, McManus dueled with Ron Duggan (Hus) to take second in the Open class.

RESULTS
100
Rick Walden
Don Hullett
Keith Myers
125
Ken Russmessen
Greg Turk
Robert Becker
250
John McManus
Mark Windsor
Donnie Ross
OPEN
Ron Duggan
John McManus
Claude Manard
MINIBIKES
Kennie Neal
Ron Burpo
Randy Neal

AJS
Solo Baja record holder
(T.J. to La Paz - Doug Douglas - December, 1970)

(Continued from page 2)

MX, Cloverfield Race Track, Friendswood, Tex. Noon. $2 ride. $1.50 watch. 713/482-7551.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds, Silencers. $2 ride/watch. Noon. 209/537-6206 eves.

MX, Coyote Raceway, 2 mi S of Taos, N.M. on Hwy 64. Points championship. 10 am. $1000 on loot & goodies. Flicks & brew Sat. nite. Camping. 505/758-2117.

HARE & HOUND, National Recreational Vehicle Racing. All minis & ATVs. 2-15 mi. loops. 10 am. Mufflers. $5 mail, $7 non-member post. Rt 66 2 mi S of Barstow, Ca, Lynwood offramp. 714/828-3790.

MX, Stump Jumpers. Elsinore (Ca) Rcwy. D-37 pts. $5 mail (11/17) to 138 Lexington Ln, Costa Mesa, Ca. 213/591-1301 before 6 pm.

ACA ROAD RACE, Willow Springs, Ca. Noon. $8 mail plus $1 per extra class/bike. $15 post. Noon. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3222.

TEAM HARE SCRAMBLES, Murphy Grand Prix. 3 riders per team, at least 1 125. $4 per man, closes 11/15. $5 post. Silencers. GP, Idaho Bike Imports, 5614 State St., Boise, Id. 203/275-4239.

MX, Chappell Hill Int'l MX Park, on US-90, 50 mi W of Houston, Tex., toward Austin on the Brazos River. 1 pm. $2 gate, $2 entry.

ROUGH SCRAMBLES, Simi Valley. Muntz Cycle Park, Moorpark, Ca. Ltwts. 8 am, Hwts noon. D-37 pts. Silencers. 805/526-6408.

HARE SCRAMBLES, Los Ancianos. 9th Annual Turkey Run. Marked from Hwy 78 & 86 Jct. E of Ocotillo Wells. Sign Sat. 4-8 pm; Sun. 8-9:30 am. D-38 pts. $3 entry, minors get permission. 10 am.

SMRA TRIPLE HEADER, San Angelo, Tex. MX, road racing, asphalt-dirt racing. Big Party Sat. nite with 1971 SMRA point winner presentation. 915/949-1030.

MX, John R & EC Birt. Mexicale, Mexico. $4 post. Caravan Fri. nite from 4573 Artesia, Lawndale, Ca. to race site. BBQ Sat. nite. 100cc team race, too. 213/370-8822.

CMC CENTRAL MX, Dunlap Cycle Park. Camping. Cash to Srs. 10 am. 209/734-2698.

THURSDAY, NOVEMBER 25

TT, Trojan Speedway, South Gate, Ca. 250 50-lap championship. 7:30 pm. $10 post. $200 purse. Regular program. 213/923-9132.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, NOVEMBER 26

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

SATURDAY, NOVEMBER 27

HARE & HOUND, San Gabriel Valley. Barstow-to-Vegas. Limed off Vegas Fwy. 12 mi N. of Barstow, Ca. Silencer. D-37 pts. $7 mail (11/13), $10 post. 1033 N. Vineland, La Puente, CA 91746.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina. Suite 312, Anaheim, CA 92805. 714/774-3ACA.

TRIAL SCHOOL, world champ Mick Andrews. 11 am. $10 tuition. Reservations: PNTA, Box 131, Weston, OR 97886. 503/566-3526.

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Silencers. 415/435-0731.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

SPORTSMAN MX, Carnegie Cycle Park, Livermore, Ca. $5 ride, $3 watch. Sign 6 am, race 10. 415/846-3510, 581-1256.

SUNDAY, NOVEMBER 28

TRANS-AMA MX, Carnegie Cycle Park, Livermore, CA. $10,000 purse. 415/581-1256, 846-3510.

MX. Lompoc Slo-Pokes. Spillway Park nr Santa Maria, Ca., Junc 166 at Broadway. D-35 pts. 10 am. $3.50 post, $1.50 gate. Camping. 805/736-6362, 735-1177.

CMC MX, Carlsbad (Ca.) Rcwy. $5 mail (10/5), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Raceways. 10 am. $5 entry, $1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

TRIAL, PNTA. Follow markers from 9th & Main downtown Walla Walla, Wash., to site. $3.50, $4.50 non-members, 50 cents admission. Call for weather cond. Box 131, Weston, OR 97886. 503/566-3526 ext. 48, 566-3501.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton Series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

HRA TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Each entry $2.25, $1.50 gate. 714/246-6109.

EUROPEAN SCRAMBLES, YMSA Limed from US 80, turn off at Sidewinder Rd. 1 mi W of Yuma, Ariz. Calif. Inspection Station. 9:30 am (MT). $4. 602/726-0532 nites.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds. Silencers. $2 ride/watch Noon. 209/537-6206 eves.

MX, Southwest MX Park, 3 mi S of Lockhart, Tex. on Hwy 183. Sign 8:30 am, race noon. Cash for Experts. $1 ride, $2 gate. Camping. 512/398-3328.

ACA MX, Saddleback Park, Ca. 9 am. Cash to Srs. $5 mail, $10 post. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. 100% brass & plaques. Old timers PP. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

TUESDAY, NOVEMBER 30

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, DECEMBER 2

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/861-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, DECEMBER 3

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, DECEMBER 4

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Silencers. 415/435-0371.

TT, Elsinore (Ca.) Rcwy. 7:30 pm. Off Hwy 71.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

SAT. & SUN., DEC. 4 & 5

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi E of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

SUNDAY, DECEMBER 5

PNTA TRIALS, Portland, Ore. Box 131, Weston, OR 97886.

AMA NATIONAL CHAMPIONSHIP ENDURO, Calif. Enduro Assn. 100 miles. 5619 S. Norwalk Blvd., Whittier, CA 90601.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves. Silencers.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. $5 mail (9/14), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

MX, Cloverfield Race Track, Friendswood, Tex. $2 ride, $1.50 watch. Noon. 713/482-7551.

MX, Feather River. Marysville, Ca., under E St. bridge. New track. Sign 6:30-9 am. Race 9:45. Two motos.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds. Silencers. $2 ride/watch. Noon. 209/537-6206 eves.

EUROPEAN SCRAMBLES, Pathfinders. Dunlap Cycle Park, 35 mi E of Fresno, Ca., on Hwy 180, then right turn on Dunlap Rd. for 4 mi. Prac 8:30 am, race 10. $5 entry. 209/255-0582.

ACA ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. All classes inc beginners only. Trophies & plaques. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

TRIALS, SCTA/ATA. Richie Cyn, Hwy 60 E of Riverside, Ca, to Beaumont offramp. Sign 9 am. Spark arresters. 213/421-6749, 714/828-6705.

SATURDAY, DECEMBER 11

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Sielcers. 415/453-0731.

AUNT DINAH'S QUILTING PARTY at Sid's Blue Beet, Newport Beach,Ca. Cloud reigns.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

SUNDAY, DECEMBER 12

MX, Lompoc Slo-Pokes. Spillway Park, nr Santa Maria, Ca., Jct. 166 at Broadway. D-35 pts. 10 am. Camping. $3.50 post, $1.50 gate. 805/736-6362, 735-1177.

MINIS, SCMB&KA. Saddleback Park, Ca. $2 gate, $2.50/class, $4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

CMC MX, Carlsbad (Ca.) Raceway. $5 mail (10/26), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Raceways. 10 am. $5 entry, $1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

TRIALS. El Trial de Espana. Escape Country, 12 mi E of San Diego Fwy on El Toro Rd. Sign 8-10 am. Spark arresters. 213/421-6749, 714/828-6705.

BENEFIT MX, Dirt Diggers North. 13 mi N of Jackson, Ca., on Hwy 16; 40 mi E of Sacramento on Hwy 49. $3 mail (12/1), $4 post if open. Specs $2. 9:30 am. Proceeds to Larry Battistoni, Box 388, Orangevale, CA 95662.

HARE SCRAMBLES, Prospectors. Limed from Red Rock Cyn. 10 am. D-37 pts. $3.25. Silencers, natch. Last point run of the season.

Orange County's newest family cycle ranch

ESCAPE COUNTRY

ROBINSON RANCH □ TRABUCO CANYON

CALL (714) 586-7964

American Cycle Association

presents

Nov. 21 — Osteen Motocross

Nov. 21 — Willow Springs Road Race

Nov. 21 — Southbay ½ mile & TT

Nov. 28 — Southbay ½ mile & TT

Dec. 5 — Saddleback Motocross

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

OSTEEN'S

Bike Park

POMONA

Open Weekdays 8 to 5
Weekends & Holidays
9 to 5

For info write: 610 Cherry St.
Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy at Dudley exit

Larry Battistoni

DIRT DIGGERS NORTH MOTORCYCLE CLUB

BENEFIT MX

Plymouth, Calif.

Dec. 12, 1971, 9:30 am

Limit 300 riders AMA sanction

Mail entry $3, close 12/1/71
$4 Post, if room

13 mi. N, Jackson, Hwy 16
40 mi. E, Sacramento, Hwy 49

P.O. Box 338, Orangevale, Ca 95662

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross

AT

Nov. 21st — Saddleback Park

28th — Carlsbad

Dec. 12th — Carlsbad

19th — Saddleback

$5 mail entry — $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 — sign-up closes 9:00 AM — racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

ROUGH SCRAMBLES

By Simi Valley M.C.

Muntz Cycle Park

(north at Tierra Rajada Rd., Moorpark)

NOV 21

SILENCERS REQUIRED

Lightweight 8 am
Heavyweights noon

District 37 Points

Info (805) 526-6408

INDIAN DUNES PARK

600 acres — hills, streams, sand

Family riding 7 days
7am 'til dark
Moto-X Races every Sunday

2 miles west of Interst. 5 on Hwy 126 at Castaic

(805) 259-8000

SRA - CAL CITY FUN-RUN ENDURO

Dec. 12th **70 miles - All classes**

Mail Entry $7.00 to: SRA, P.O. Box 3882, Torrance, Ca. 90510

Finisher Pins + 20% Trophies

Info: (213) 370-8234 (714) 735-4641

Utah Controls in Operation

By Terry Newfarmer

SALT LAKE CITY, UTAH – Regulations controlling use of off-road vehicles throughout Utah have been adopted by the State Board of Parks and Recreation.

The regulations are authorized by Utah's Recreation Vehicle Act, passed last spring by the State Legislature.

Registration of snowmobiles has begun, and registration of off-road motorcycles is expected to be required prior to the spring of 1972. The fee is $5, earmarked by the law to go to development of vehicle recreation areas, plus whatever property tax is assessed on the particular motorcycle. Bikes registered for street use do not have to be registered as recreation vehicles.

Considering the proposals and counter-proposals that were heavily debated when the law was being formulated, the regulations can best be described as liberal, but some have already raised some eyebrows.

The Motorcycle Industry Council standard of 92 decibels noise standard was adopted for motorcycles by the board, which set the level for all other recreation vehicles at 82 db. The rule makes exception for competition events, but most races in Utah are expected to fall under the AMA noise rule next year.

A headlight and taillight are required, but only "when operated between sunset and sunrise."

"Protective headgear" is required in when participating in a competitive event. English Trials haven's been held in the state for several years.

Other safety-oriented rules prohibit "reckless" operation, speeding where a limit is posted, or placing any hazard "on any public or recreation vehicle area," so booby traps are out.

Already controversial is the rule: "No person shall operate any recreation vehicle away from an area of immediate assistance unless there is at least one other vehicle accompanying him." Some riders have opposed the rule, saying that it is designed only to protect you from yourself, but the Utah Supreme Court upheld the state's helmet law when confronted with the same argument. Others regard the rule as an "ought to" thing, aimed primarily at snowmobilers.

The rules also prohibit anyone under 16 from operating a vehicle, unless "under the supervision" of someone 16 or over.

For bikes, the registration number must be displayed on a metal plate on the rear of the machine "if possible, otherwise on the front," the rules say.

The regulations were drafted by the Recreation Vehicle Advisory Council, which was established by the law. A representative of the Utah Motorcycle Dealers Assn. is on the council, along with those representing the snowmobile, ATV, jeep, landowner and conservationist interests.

Survey Shows Banning Favored

By Terry Newframer

SALT LAKE CITY, UTAH – Almost two third of the people of Utah are in favor of ordinances banning motorcycles from the foothills surrounding towns, according to a poll completed recently by the Salt Lake Tribune.

The question asked of 600 selected persons was: "Some communities in Utah have banned motorcycles and trail bikes from surrounding foothills. Do you generally agree or disagree with this ban?" The results were 60 percent agreed, 32 percent disagreed, and eight percent undecided.

No figures were supplied on individual's reasons for the opinions except in general terms – noise was at the top of the list, but some were concerned about erosion. Those opposing the ban were described as mostly young enthusiasts.

In the 18 to 20 age group, 37 percent favored the ban, and 51 percent were opposed, and the figures change gradually through the age groups to the 50 and over, where 67 percent favored eliminating bikes from the foothills, with 22 percent opposed.

The poll didn't pose the question of controlling off-road travel in general, but some of those polled endorsed the idea of cycle-riding parks.

NOW YOU KNOW

Wild History of the 3-Stroker

By Rod Breaker

Well, Karl let the cat out of the bag about answering letters from the readers and they are starting to pour in. As he started the ball rolling, I think it is only fair that I answer his question first, "How do you set the timing on a three-stoke?"

It is funny that you should ask this, while the answer is quite simple, "One stroke at a time", I am very curious about the reason for this question.

As you may or may not know, there were only four of the three stroke engines built after the second world war or so the rumor has it. It has been very difficult to find out anything about this engine as it was one of Hitler's most well-kept secrets and up to his demise, it was on paper only. Had the German scientists been able to get production started on this engine, it might have changed the outcome of the war, but Hitler guarded these plans so well that only a few of the higher-ups in the Gestapo knew of their existence, let alone their whereabouts.

After Hitler was killed in Berlin, it was thought that all traces of this fantastic three-stroke engine was lost forever (the Tibetan monk who had invented it had long ago died in a concentration camp) but the rumor mill has it that one of the Nazi big-wigs who was hung at Nuremberg passed the knowledge of their hiding place on to an army sergeant who was a guard over the prisoners about to be hung married the wife of one of the condemned men six months after he was hung and came to America with her and the two children. A check into this sergeant's past showed that before he entered the service his only occupation had been truck driver or gas station attendant. Yet, within three weeks after his discharge he was employed by one of our top industrial giants as a second vice president at a salary of $50,000 a year and any questions to him are answered "No Comment".

Within two months after he was hired, the company sent a team of their top brains to a remote testing area in Bolivia where not only were visitors not allowed, but the scientists' families could not even visit them. You may have read about the catastrophe that happened at this site; the newspapers stated that a secret laboratory where they were working on space fuel had exploded and all the American personnel were killed.

The story goes on that one of the natives that they had hired to assist them was not really the ignorant savage that they believe him to be; in fact he had attended UCLA for his masters in Physics, but had gone back to the jungle to get away from the rat-race of mankind. Anyhow, by playing his part well, this native was able to glean much information from what he saw, enough to realize the potential of this engine. When the scientists were having trouble trying to make the engines work, he was one of the men who was assigned to set the charges to wipe the project and all concerned from the face of the earth.

Realizing that these were 'shape' charges and not rat killers to keep the jungle rats away, he figured that the home office had tired of the failures and excuses and decided that they would not lose face by ever letting their failure be known. He also knew the worth of the engine, if the bugs could be worked out, so on the evening of the explosion when they having their monthly progress meeting, he slipping through an air-conditioning duct and slipped one of the 70hp pocket-sized engines inside his shirt and split into the jungle.

After three years, he was supposed to have slipped across the border from Mexico and is now in the Southern California area. The stories that I have been able to run down claim that there were only four of the engines in the test project and he absconded with one of them and has been conducting his own experiments with the same results as the project.

The secrecy that has surrounded this engine has been kept hoping to get a leak on the whereabouts of the possessor and with Karl's reference to it, this may be it. It is for this reason that I wish to know what prompted his question.

I am very interested in this engine for as I understand it, they used a separate connecting rod for the third stroke, but this was the problem, while it was the secret behind the fantastic power from such a small engine, it was also the reason for its failure. As the power was just coming in at about 20,000 rpm, this connecting rod would develop a structural fatigue failure and snap. Due to the design of the engine, it would not hurt a thing, but would drop the horsepower rating to zilch until the rod was replaced. All types of material were tried and they would all fail.

It is believed that this native is sitting on the idea, just waiting for someone to come up with a newer, stronger metal that will withstand the rpm and then he will let it be known to the world. Until then, it lies hidden somewhere, unknown to mankind who will benefit most from its fantastic power, but unless some way is found to cure the snapping of the connecting rod, it is destined to lie dormant, called by the name given it by those scientists in Bolivia who struggled so long and valiantly with this problem before their demise; they referred to it as "the rod breaker."

IRRC BENEFIT RACE

On Sunday, Nov. 21, A.C.E. Inc. and Indian Dunes Park management are co-sponsoring a special motocross event at the new Shadow Glen course. The motocross is being presented for the benefit of the International Racing Radio Crew. The benefit race is held each year with the proceeds going to the IRRC for the up-grading and replacement of the emergency equipment used during the racing season.

The IRRC is a non profit organization of dedicated people who donate their time, skills and emergency rescue equipment to aid injured riders of off road vehicles; also they are usually found at most of the motorcycle races held in Southern California.

The benefit motocross race will feature a full program of both Juniors and Seniors in the 100-125-250 and 500 classes. There will also be a Powder Puff and an Old Timers classes to thrill the people. Junior finalists will receive trophies and donated super prizes; tires, boots, handlebars, gloves and helmets. Senior finalists will receive $500 cash purse which will be paid by moto and for overall positions.

As a special added feature "American Motocross" challenges "Mitco Bultaco" (both of Fullerton, Calif.) in a five man team match race for a 7 foot giant trophy to the winning team.

ASCOT FINALE

Many of the nation's top dirt trackers will be returning to Gardena, Calif.'s famed Ascot oval for the season finale in half-mile racing Nov. 21.

With 120 points possible for winning the afternoon's main event, two Experts still have a shot at the season's high point honors as a pair of Norton campaigners, Jody Nicholas and Mel Lacher, are separated in the first two positions by a mere 41 points.

The five star professional program will host all three classes of riders with Gary Scott and Kenny Roberts topping the list of Juniors and Scott Brelsford heading the Novice card.

Scott holds the novice win streak at Ascot with wins the last 20 trips to the starting line during the Friday night series during the summer months. For ticket information, contact Ascot Park at 213/323-9710.

FREE M/C FILMS

Pacific Coast Honda will continue its series of motorcycle films Monday night, Nov. 22, at the Peck Park Auditorium on N. Western Avenue in San Pedro, Calif. In addition to an ISDT film of several years back, the group will also be showing some flicks of air races. It's all free, too.

The Home Workshop

By Rod Breaker

REPAIRING STRIPPED DRAIN PLUGS

While stripping the drain plug is not limited to any one brand of machine, it seems that Hondas have more than their share of ham-fisted owners who tighten the drain plug until they pull the threads right out of the engine. Some cure this by tapping out the hole and installing an American bolt or having it welded up and retapping it out to the original size, while still others smear a bunch of 3-M or other goop on it and pray that it holds.

Most of your local auto parts stores carry what is known as a self-tapping drain plug for automobiles. This plug has been slit at the end with two cross-slits and the ends are tapered in a slight bit so that it will start in a hole that has been stripped out. This way as you run it in the hole, it will cut its own threads and it can be removed and replaced at will.

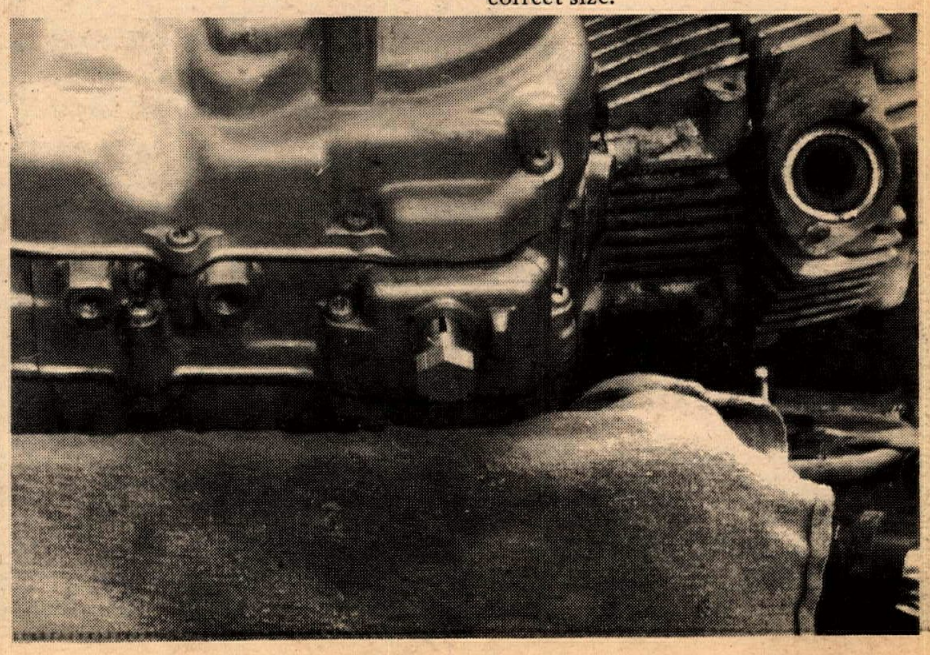
Of course the only proper way to use this is to take the engine apart so that you don't get the scraps of aluminum in the engine, but this is a lot of trouble just for a drain plug. So the next best thing is to do it with the engine still in the frame. This can be done with no problem if it is done slowly and carefully.

First get some heavy grease and smear it on the end of the plug. Now start the plug and turn it about a half a turn and then back it up a quarter-turn and then another half turn and back it up about a quarter turn, then remove it and wash the grease off it. As you wash the grease off, you will also remove the scraps of aluminum that were stuck to it. Now continue to do this until the bolt is bottomed, making sure that you only advance about one turn at a time before removing the bolt to clean it and re-grease it.

As these self-tapping bolts come in various sizes, I would recommend that you take your old drain plug with you just to make sure that you get the correct size.

CAN'T FIX IT?

Having mechanical problems you can't solve? If you have, jot down your troubles in a letter or on a postcard and send them to Rod Breaker, c/o Cycle News West, P.O. Box 498, Long Beach, Calif., 90801. He may either answer you directly through the mail or, if your troubles are commonplace, he may answer you in his HOME WORKSHOP column.



want ads

JT Racing Imports
BOX A BONITA, CALIF. 92002
CYCLE SOCKS
DISTRIBUTED BY
Mister Hallman Racing Inc.

500cc TRIUMPH METISSE — Good Barstow to Vegas bike — 3 gallon tank, engine completely balanced bored .040, low mileage on completely rebuilt engine and transmission. Make offer. Phone (714) 372-5042 ask for Ed, after 4 p.m.

STEEN'S HODAKA, MX winner, $325 or offer. Call before 5:30 (714) 548-0269.

'69 BULTACO LOBITO 100 dirt ready. Perfect kid's bike. 18" front, Yamaha shocks, fork brace, excellent condition, $290. Call (213) 832-1304.

'67 BSA 441 VICTOR. Super clean bike in excellent condition. Never in dirt or raced. $600.00 or best offer. Call (213) 635-3084 after 4:30.

WANTED: Set of road racing Cerianis with Triumph crowns. Must be in almost new condition. (213) 994-8045.

'69 PENTON 125 MX, $375. Hodaka 100 MX, like a super cat, $325. Must sell. (213) 254-1353 anytime.

'71 BULTACO 125. Filtron, ported, 520 chain and sprockets, Honda seals, new main bearings and seals, fresh paint. Sacrifice, $550. (213) 767-4043.

1947 STOCK 61 cu. in. Harley-Davidson. After 5:00, ask for Kennedy (503) 325-4291.

J&R EXPANSION CHAMBERS — New! Yamaha DT-1, $30.00. CT-1, $25.00. New 4.00x18 knobby, $12.00. Will ship, call eves. (213) 282-2998.

'69½ MONTESA 250 CAPPRA. Excellent condition, 5-speed, $600. (213) 347-3226.

1966 TRI. 500 street access. incl., $400.00. 1970 YAMAHA 125 MX, Filtron, rear knobby, comp. rel., never raced, $425.00. (213) 674-8208.

'71 400cc CZ
Koni shocks, Akront, Filtron, $1,000. (213) 530-2939.

1971½ YAMAHA 360 MX. Plus goodies, maintained perfectly, never been raced, better than new, includes everything, $750. Car payments forces sale. (213) 790-4486.

'69 HODAKA 100, Webco head, Reeds, Reed porting, 26 carb., Bassini pipe, 19" front 18" rear, Mavrick shocks, Greenstreak forks, Yamaha seat & levers, Filtron, ¼ throttle, MX pegs & crossbar, $295. After 3:00 (714) 521-4609.

BULTACO, Sherpa S, 100cc, 1971, $425 or best offer. (213) 352-1156.

21" OSSA FRONT WHEEL assy. Complete W Akront rim and Pirelli 300x21 motocross tire. Also have Pirelli 400x18 motocross tire, all are brand new. $100.00 takes all. (916) 246-1110.

'67 FORD SUPER VAN
240 6 cylinder, radio, heater, new tires, xlnt. cond., $1,400. (213) 347-7533.

TOY FOX TERRIERS, papers, free to good home. (714) 521-4609.

MOTORCYCLE DYNAMOMETER $500. AT-1 MX, $300. 405 American Eagle, $595. '67 250 Bultaco, $425. Impact Cycle Engineering. (213) 368-1615.

KAR CYCLE
Montesa
Penton
Ducati
2728 Santa Anita EL MONTE
(213) 443 5712 • 10 00 am 6 00 pm

'70½ KAWASAKI 238cc GREENSTREAK. 3 hrs. on brand new engine, Filtron, Mavricks, comp. rel., 21" Akront. Very fast, many, many extras. $450 or best. (714) 536-5707.

'61 FORD Pickup ½/¾ ton conversion, V8 auto. $625 offer. (213) 654-3298.

BULTACO TSS 200 ROADRACER. Street equipped, new engine, great way to begin roadracing. For only $300.00. (213) 780-4174.

1971 BSA 500 S-T
498 miles, like new, will trade or sell for $850.00. (213) 326-2935.

JOFA MX MOUTH GUARDS
As used by leading European riders. Complete with mounting hardware. Only $4.95. Send check or money order to Racer's Pit Stop, P.O. Box 588, Orange, Ca. 92666.

WANTED: Fast, sanitary 250 half miler. (805) 647-6497 Ventura.

GREEVES MX6 — late model, exc. cond., bash plate, new top end, Filtron, silencer — heart attack — doctor says no more riding. $450.00. (714) 689-8859.

'69 BULTACO Pursang MX, good condition, $550. (213) 843-3679.

FOR SALE: For Huky, Mikuni carb 34mm, manifold and air box, $40.00. Skid plate, $5.00. Femsa mag complete, $35.00. (714) 826-2619.

'71 YAMAHA 360 ENDURO
1700 miles, immaculate, $725. (213) 882-1064.

1970 YAMAHA 125 MX. 21 in., Webco hi compression head & many more extras. Very clean & fast, $425. Call (714) 528-3488.

1971 PURSANG all extras, ex. condition, $1200 invested, $678 takes. (213) 355-9379.

1969 PENTON 125
Five ported, Filtron, Mavrick shocks, $390. (213) 782-2368.

'71 MONTESA CAPPRA MX
5-speed, excellent condition, $700. Call after 6 (213) 886-2275.

HUSKY 1968, 360 MX. Good condition, newly rebuilt, $600.00. (213) 691-0119.

100cc ZUNDAPP TOP END
Complete (piston included). 3-ported by E.C. Birt (Precision Cycle). A goer — absolutely like new — less than 2 hours use. $135.00. (714) 637-4051 after 6:00 p.m.

SUPER-CLEAN UNRACED 125
1970¾ Sachs 125 Cross Country — remachined head, M.X. piston, pegs, bars, Filtron, totally failproof trans., Akront, spokes, plastic fender, extra chamber plugs, tool cam, one set cables, flywheel puller. Beats the motocross model. $495.00. (213) 472-0708.

1971 BAJA — Low Mileage — ported, new rings & piston, 26 mill. Mikuni carb., assorted spare parts. See to appreciate, $475.00. Call Bob after 6:00 p.m. (213) 421-0344.

DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing $100.00 per year (50 issues).

ARIZONA

PHOENIX
BUDDY STUBBS-ARIZONA H-D — Serving all of Ariz. Complete stock of everything for H-D. Factory trained mechanics. Open 9-6 Tues.-Sat. 2507 E. McDowell Rd., Phoenix 85008. Tel: (602) 275-7005.

CALIFORNIA

ALHAMBRA
STEEN'S INC., 1635 W. Valley Blvd., (213) 289-4351 "SUPERGOODIES!" Wholesale: Rickman motorcycles and Metisse kits. Steen mini-cycles. Retail sales: Taco mini-bikes, Ceriani forks, rear shocks and brakes. Magura levers, Steen C chemical motor oil, and our no. 10 catalog full of other good stuff! Hours: 8:30—5:30 Mon. thru Friday. Saturdays 8:30—12:30. Come see us!

ANAHEIM
ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

BELLFLOWER
BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

PAUL'S HARLEY-DAVIDSON — 16211 S. Lakewood Blvd., Bellflower. Ph: 634-1222. H-D — Suzuki — Maico. New & used motorcycles. New & used parts — by mail order, too. Complete parts and accessories. Weekdays 9-6; Sat. 8-5. Lakewood Blvd. off 91 Freeway North.

BERKELEY
CAMPUS SUZUKI — 1403 San Pablo Ave. Zip 94702. (415) 841-0192. Suzuki, Maico, DKW & Ciao sales, service & parts. "Parts are our specialty!" Anything we don't have, we can GET." Open 9-6 Mon. thru Sat. See Jim Johnson.

CYCLE CENTER STORES No. 2 — 37422 Fremont Blvd. Phone: (415) SY 3-7311. Honda, Maico, Triumph. Motorcycle Insurance. Taco & Bonanza Mini-bike. 100% financing on approval of credit. Difficult Customers are a Challenge!

CANOGA PARK
INTERNATIONAL M/C CO. — 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Dyno tuning all makes. Precision Machine Shop — Honing & Boring. Tri., Yam., Hod., Moto-Beta.

COMPTON
CUSTOM CITY SPORTS CENTER. Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635-8058. Hours: Sun. 11-5, Mon. & Fri. 9-9, Tues., Wed., Thurs. 9-7, Sat. 9-5.

CULVER CITY
TED EVANS Motorcycle Sales and Service — Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

EL MONTE
SUZUKI EL MONTE — SUZUKI EXCLUSIVELY. Sales, service, parts and accessories. 'GYT' Kits sold & serviced. Mail order parts dept., service manuals, 10735 Garvey Ave., El Monte, Calif. 91733. (213) 579-2360. Mon.-Sat. 9—7.

FULLERTON
TOWN AND COUNTRY CYCLE — Suzuki, Puch and Norton. Sales, service, parts and accessories. Open 7 days. 411 South Brookhurst, Fullerton, Calif. 92633. (714) 871-2460.

GARDENA
HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of KAWASAKI M/C's, Parts and Access. We handle M/C Insurance too! Come in or call for further info.

HAWAIIAN GARDENS
DOWNEN'S — Suzuki, Ossa, Jawa, CZ, Greeves & Maico. Street, Desert & Motocross. Sales & Service. 11835 E. Carson St., Hawaiian Gardens, 1½ Blks. E. of 605 Fwy. off ramp. (714) 521-5343 or (213) 421-1655. Hrs: Mon.-Thurs. 9—7, Fri. 9-9, Sat. 9-4.

HAWTHORNE
CB MOTORS — Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

HOLLYWOOD
HOLLYWOOD CYCLE CENTER, Kawasaki a specialty, large stock of parts & access. for street or dirt, complete serv., open 9:30-6:30 Mon.-Fri., Sat. till 5:30. 1339 N. Highland, 1½ blks. S. of Sunset. (213) 466-6355 or 466-8451.

HOLLYWOOD YAMAHA — 860 No. Highland, Hollywood (213) 466-3404. Only authorized Yamaha Dealer in Hollywood. Parts, service and Sales are open 7 days a week. Full line street & dirt access.

INGLEWOOD
Intensified CROWELL CYCLE SHOP, Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, Cal. Ph. (213) 673-5562. Hours: Mon.-Fri. 9-6, Sat. 9-4.

BILL KRAUSE SPORTCYCLES. The M/C department store. 1257 S. La Brea, Inglewood, Calif. 90301 — (213) 671-0405. Authorized dealer for HONDA, TRI., YAMAHA and GREEVES. Sales—Service—Parts—Insurance.

HARLEY-DAVIDSON OF INGLEWOOD, 901 N. La Brea Blvd. Authorized H-D dealer for Inglewood area. Specializing in road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.-Sat. 8-6. 671-7609.

LA HABRA
LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714-879-8252 or 213-691-3104. "Service is our middle name." Honda, BMW, Kawasaki & BSA.

LA PUENTE
MOTO GUZZI, DUCATI 450 MX, HODAKA. Sales, Parts, Service. Open 9:30-7:00 p.m. Tues.-Sat. Motorcycle Supply, 14824 E. Valley Blvd. Ph: 336-8815.

LOMITA
HARLEY-DAVIDSON OF LOMITA — 2 miles west of Harbor Fwy. at 2212 Pacific Coast Highway, between Crenshaw & Western. Authorized H-D dealer for So. Bay Area. A beautiful well stocked store for your needs (H-D only). Tues.-Fri., 8:30-6:00, Sat. 8:30-5:00. (213) 534-5530.

LONG BEACH
HARLEY-DAVIDSON OF LONG BEACH — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8-6, Sat. till 5.

JOE KOONS SALES & SERVICE — BSA, BMW, Suz. and Vespa. Full parts & access. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591-7159, open Mon. thru Sat. 8-6.

LONG BEACH YAMAHA. Yam. Dealer for Long Beach area. We service all. Open 6 days 9-6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 597-3317 or 8.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach (213) 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Moto Guzzi and Duc.

MANHATTAN BEACH
CHAMPION YAMAHA, 708 Sepulveda (Coast Highway), (213) 379-2468. Sales and parts open 7 days a week, 9 to 9 Monday thru Friday; 9 to 6, Saturday and Sunday. Service dept. open Monday thru Sat. All major credit cards accepted.

MONTEBELLO
STEVE HURD MOTORCYCLES — Kawa., Maico, Greeves & MZ. Service & Parts for what we sell. 1405 Olympic Blvd., Montebello. (213) 724-0466.

BMW SPECIALTIES — 411 W. Whittier Blvd., Montebello, Ca. 90640. Specialists in BMW, Husky & DKW Parts, Service & Accessories. Open Tues. thru Fri. 9-6:30; Sat. 9-5. Phone (213) 724-9474.

MONTEREY PARK
ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

MT. VIEW
SONNY KENYON'S CYCLES. Let experienced competitiors care for your bike. Race tuned specialtist, we work on most makes. Bultaco and CZ. Parts, Sales, and Service. Mail order for Bultaco and CZ Parts and Accessories. 2594 Middlefield Rd. (415) 961-4399.

CYCLE CENTER STORES No. 3 — 37418 Fremont Blvd. Phone: (415) SY 2-0111. Suz., Kaw., Hodaka, BSA, Penton, Montesa. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. We welcome difficulty in Customers.

NO. AMERICAN CONTINENT
NORTH AMERICAN IMPORTS. Mavrick Shocks, Hodaka Transistorized Ignitions, Akront Alloy Rims & Stainless Steel Spokes. Free literature upon request. 2325 Caro Gordo, P.O. Box N, Mojave, Cal. 93501.

NORWALK
JENKINS SPORT CENTER INC. Authorized dealer for Yamaha, Rickman Metisse, Hodaka, Gemini-SST. Largest selection of bikes, parts and accessories in the area. Open 9-6 except Sundays. 13200 San Antonio Drive, Norwalk, Calif. 90605. 213-868-9997. (At the Santa Ana Fwy.)

OAKLAND
COLISEUM CYCLE & ACCESSORY CO. — Kawasaki Sales & Service. Complete accessories, clothing dept. Custom work. "Kawasaki specialists. Factory trained mechanics." Open 9-6 Mon. thru Fri., Sat. 9-5. 3958 E. 14th St., Oakland 94601. (415) 534-5461. President: Howard Self. All riders welcome!

NELSON BROS. — Triumph, Honda, BMW, Husqvarna, Penton sales, repair & shop service. Established since 1948. Extensive parts & accessories depts. Complete insurance & financing facilities. "We stand behind our products & service." 4500 E. 14th St., Oakland 94601. (415) 532-3677.

PACOIMA
CASEY'S CYCLE REPAIR — BSA — Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9-6. 10249 San Fernando Rd., Pacoima. 896-1046.

REDWOOD CITY
A&A MOTORS — Parts & speed equip., sales & service for Yam., Bul., Hod., Mai., and Nor. Also complete machine shop, heliarc welding, pickup & delivery and mail order service. 2771 El Camino, 94061. (415) 366-3814.

SELBY MOTORS — 346 El Camino Real, 94062, (415) 369-4112. Largest stock of tires and access. We have the parts for Kaw., Gre., Suz., Montesa, BSA and DKW. Easy pay ins. and honest deals that we stand behind. Largest Montesa dealer in No. Cal. Open Thurs. 9-9.

SAN LEANDRO
CYCLE CENTER STORES No. 1 — 16520 East 14th St. Phone: (415) BR 6-9211. Honda, Hodaka, BSA, Maico. Motorcycle Insurance. Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Difficult customers wanted.

SANTA ANA
ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531-0742.

IRV SEAVER M/C — BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542-8691.

SANTA MONICA
CALIFORNIA KAWASAKI — selling Kawasaki's exclusively. Complete supply of parts and accessories. Race proven Service Department. Open 7 days — Mon. thru Sat., 9-8 — Sunday 10-6. 3009 Lincoln Blvd., Santa Monica, Calif. 90405. (213) 392-4131.

THRIFTY LAD HONDA — Selling Honda EXCLUSIVELY. Huge supply of Honda parts plus accessories for all makes. Expert repair service for all makes & models. Open 7 days a week. 8 a.m. to 6 p.m. 2411 Lincoln Blvd., Santa Monica, Ca. 90405. Phone (213) 392-3066.

SHERMAN OAKS
BUD EKINS M/Cs in Sherman Oaks. Triumph-Honda. Open Tues. through Sat. 10:00 am-7:00 pm, closed Sun. and Monday. 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 872-2110 or (213) 788-2251.

STOCKTON
COLEMAN'S — 1545 E. Miner Ave. (209) 466-5872. Husqvarna, Penton. Motocross and Enduro equipment for all terrain type riding.

TEMPLE CITY
HONDA OF TEMPLE CITY — 9228 E. Las Tunas, Temple City. 287-5959. Honda & Hodaka for Northeast area. Parts galore and service too.

TORRANCE
HOCKIES MOTORCYCLES — Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. — Carson St. turnoff. (213) 328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop — Exp. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

HONDA/TRIUMPH OF TORRANCE — 18411 Hawthorne Blvd., Torrance, Cal. 90504. (213) 371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Open 7 days. Parts & accessories are our business. Fast service. M/C insurance. Pick-ups after 11:30 am. M/C trailers. Honda generators. Largest outdoor display in the area. Bank financing.

WEST LOS ANGELES
PETE JOSEPH'S HOUSE OF YAMAHA — BSA, BMW, Bultaco and Yamaha sales, service & parts. Custom painting & bike customizing. No down payment O.A.C. Open Tues. thru Sat. 8:30-6:00. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd. 1 mile west of San Diego Fwy. Call (213) GR 3-6717 for pickup and delivery service.

WHITTIER
WHITTIER HARLEY-DAVIDSON — Full line new & used motorcycles, parts & serv. dept. Lots of conversation while we serve you and FREE coffee. 7930 S. Greenleaf. (213) 693-9114. Open Mon.-Sat. "Nixon's Home Town."

WILMINGTON
AA MOTORCYCLE SALVAGE 819 W. Anaheim, Wilmington, Ca. 90744. Motorcycle wreckers. 7 blocks east of Harbor Freeway on Anaheim. Large selection of parts & accessories, new & used, chrome. Phone: (213) 834-8771.

WOODLAND HILLS
KOLBE CYCLE SALES, INC., 2 locations, 22123 Ventura Blvd., Woodland Hills, and 7514 Reseda Blvd., Reseda, (213) 348-7865 and (213) 345-7616. Honda, Hodaka and Rickman Metisse. Sales, Parts and service.

COLORADO

COLORADO SPRINGS
SPORT CITY — Kawasaki Specialists. 715 West Brookside, Colorado Springs, Colorado 80906. Phone (303) 471-1377. Member of MIC.

WASHINGTON

DAROGA PARK
Husqvarna, Saracen and Penton Sales, Service & Mail Order Parts. Complete line of MX Accessories. Washington State's finest MX Course — camping & hot showers available. Take Hwy 2 from Wenatchee to Orondo then Hwy 151. Bert Iler, Star Route, Box 47, Orondo, Wa. 98843. Tel. (509) 784-1737.

SERVICES

STEEL SHOE
Ken Maely THE ORIGINAL SHOEMAN custom made to order $29.95. Established 1950. Don't settle for a cheap imitation of my product. Rt. 2, Box 758, Corona, Calif. 91720. (714) 735-0540.

STEEL SHOES BY WEAVER — the steel shoe that is the best in the West, for the people who need the best, with NO B.S. $19.95. Send boot or cut-out to Bob Weaver, North West Shoeman, 3405 Wetmore, Everett, Wash. 98201. (206) 252-2924.

FRAMES
TRACKMASTER RACING FRAMES, 18548 Parthenia Street, Northridge, Calif. 91324. (213) 349-9024. One week delivery after order received.

FIBERGLAS ACCESSORIES
THE FIBERGLAS WORKS — 3921 Portola Dr., Santa Cruz, Calif., 95060. Phone (408) 475-3114. Custom — Competition — Replacement Tanks — Seats — Fenders — Complete Mail Order Service — Custom Painting. Dealer Inquiries Welcome. Send $1.00 for complete accessories catalog.

HELMETS
HELMET HOUSE LTD. — Complte line of helmets and accessories. Immediate delivery, we pay freight. Write or phone — collect. (213) 479-4383. 12010 W. Pico Blvd., Los Angeles, Cal. 90064. Or come in — 10 to 5 daily, Sat. 10-6, Sun. 3-6.

INSURANCE
"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836-5211.

EXHAUST SYSTEMS
BOB BAILEY MFG. Expansion Chambers, Silencers and Peace Pipes for all makes and models. Custom pipes built to order. 17124 Western Ave., Gardena, Ca. 90247. (213) 327-8538. Open 9-5 weekdays.

M/C's & PARTS
JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2-4298.

LEATHER APPAREL
CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564-7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

OILS & ADDITIVES
''BLENDZALL'' and "EXCELZALL" "World's Finest". Join the Winners! Dealers Inquiries Welcome. Addzip Additives, 1433-37 First St., Escalon, Calif. 95320. Phone: (209) 838-7912.

DEALERS: Customers keep coming back for Cycle News! To order the newspaper for your store, call Cycle News Circulation Manager 213-427-7433. Both display and outside vending racks now available.

want ads

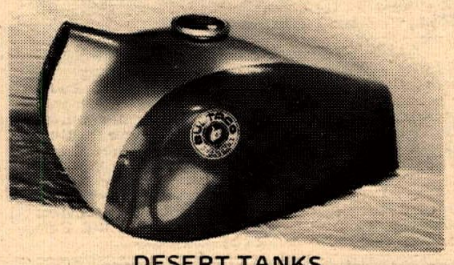
'71 250 CZ MX
Finest prepared CZ's available. 25 years experience. Now at Triumph Suzuki Motors, 1049 W. Mission, Pomona. (714) 629-8642. Many used CZ's available.

MECHANICS — PARTS MEN
Come to Hawaii. Hawaii's largest motorcycle dealer needs top-notch Honda men. TOP PAY — FRINGE BENEFITS endless summer. Send qualifications to Bob Sharp, HOH Corp., 3165 N. Nimitz Hwy., Hon., Hawaii 96819.

(SALE) SUPER '71 Husky 250, $850. Getting new 400. (213) 644-4752.

1971 CZ 360 Immaculate, never motoed, Conley pipe, Mikuni carb, very little time on bike, $875. Will take Yamaha Enduro in on trade. (209) 781-0359 Porterville.

'68 TRIUMPH Custom, sharp. (213) 330-4564.



DESERT TANKS
PurSang and Sherpa 3.2 gal., stock looking and mounting. Also MAICO, 3 gal. tanks, stock looking and mounting. MAICO colors, Orange and Red. Price $37.50 shipped COD by UPS. Allow 10 days for delivery. Dealer Inquire. Phone (805) 252-7100 in Saugus, Calif. or (509) HU 7-1305 in Spokane, Wash. or write to WARREN'S M.F.G., 527 S. Cannon St., Spokane, Wash. 99204. Remember BARSTOW to VEGAS is soon, so order now.

NORTON SPECIALIST
Call George Gjanivich service manager, Orange County West. (714) 531-9984.

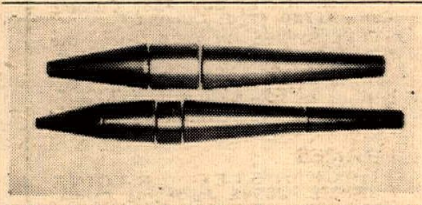
MOTO GUZZI
Sales, Service, Parts — Orange County Honda, 1630 W. Chapman, Orange, Ca. (714) 633-7344 (7 days).

SACHS — PENTON — ZUNDAPP
We start where the factory left off. You have a gearbox full of neutrals? We can fix 'em right. Full line of Sachs & Zundapp parts. Precision Cycle, 4573 Artesia Blvd., Lawndale, Ca. 90260. (213) 370-8822. Call E.C., Joe or Bob.

FREE SAMPLE COPY
of Dixie Cycle News (Southern state Cycle News). Send 25¢ in coin or stamps to Dixie Cycle News, 4190 1st Ave., Tucker, Ga. 30084.

RICKMAN MONTESA 5 speed engine, new — never run, $350.00 includes pipe & coil. Contact Gary Fontaine, 2763 11th Ave., Sacto, Ca. 95818. Will ship C.O.D. (916) 451-8784.

OSSA DICK MANN REPLICA
Perfect condition, 4 races, sprockets 50-66, K-70's, new head, factory manuals and tools, new crank, $200. Can deliver? (415) 897-1879.



EXPANSION CHAMBER CONE SETS
20Ga steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets $10.00, 4 Pc. sets $12.50, 5 Pc. sets $15.00 Postpaid. California residents add 5% Tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290.

FREE SAMPLE COPY
of Cycle News East (the eastern states Cycle News). Send 25¢ in coin or stamps to Cycle News East, 37317 Detroit Rd., Avon, Ohio 44011.

MOTO GUZZI
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203.

'70 405cc EAGLE, less than 12 hours on bike, $650. (213) 330-4564.

'67 MAICO 360, 3X parts, new trans. & piston. Front end, front & rear wheels with tires, or I need barrel. Call after 3 p.m., Pat Green (213) 347-3393.

1970 CZ 360
34 Mikuni, folding pegs, Curnutts and Konis, skid plate, fresh engine, raced 10 times, super clean, must sell, $675. After 5 and weekends (805) 589-2468.

3½ LBS. T.T. & ½ MILE TANKS
Fiberglass. center mount 2½ gals. to fit new narrow (2") backbone frames — 2.0 gals. old (3"). DEALERS catalogs call: CYCLE CRAFT, 2725 Chanticleer Ave., Santa Cruz, Calif. 95060. Tel. (408) 476-4566.

1971 FORD RANCHERO — 351 4 speed, AM-FM stereo, P/S, P/B, Cragar wheels, new wide ovals, take over payments, $3200.00. (805) 252-5424 (25100H) Saugus.

TRIUMPH 650cc, Axtell engine, Ceriani, Koni, many extras, $800 or offer. (213) 271-9559.

BATTERY REPLACEMENT
ELECTRONIC POWER SUPPLY for all bikes with alternators. Specify: 6/12 volts; positive/negative ground. $16.95. Free brochure. REC VEE ENGINEERING, Box 6501, Buena Park, Calif. 90620. Phone (714) 522-4892.

YAMAHA OWNERS
125 & 175
Add 10 to 13 h.p.
Write for specifications and cost
To: International M/C, Inc.
7233 Canoga Ave. Box W
Canoga Park, Calif.
(213) 346-0900

Puch SUZUKI Norton
Quality Service...Low Prices
Town & Country Cycle
411 S. Brookhurst
Fullerton, Cal.
Open 7 days
871-2460

THE BIKE SHOP EL MONTE
Parts & Service
Service on all makes
4311 North Peck Rd.
El Monte, Calif. 91732
(213) 579-4339
FEATURING MAICO

SEX
(Got your attention, didn't we?)
The sexiest ones are here!
BRAND NEW
1972
YAMAHA 175 MX
IN STOCK
Crown Cycle
8904 E. Garvey — Rosemead
(213) 283-6934 (213) 442-5414

Penton — Hodaka — BSA
Yamaha — Norton
Husqvarna
DON & RAY'S M/C SHOP
1223 Ave. I,
Lancaster
(805) 942-9624

HONDA PARTS
— Accessories —
For All Makes & Models
HUGE STOCK — FAST SERVICE
Mail Order or Direct. Send year, model, engine & frame no. with all orders. Write for FREE list of all Honda repair manuals and parts catalogues.. Expert Repair Service On All Makes.
OPEN 7 DAYS A WEEK
THRIFTY LAD HONDA
Dept. CN, 2411 Lincoln Blvd.
Santa Monica, Ca. 90405 Ph. (213) 392-3066

BN SUPPLY
DISTRIBUTORS
Accessories, Shop Tools, MX Clothing, Speed Equipment. Mail Order Catalog $1.00
PO Box 651 7500 El Cajon Blvd.
La Mesa, CA 92041 714/465-8327

The Bike Shop Anaheim
NOW
CZ'S in STOCK
ESO
2021 Via Burton, Anaheim, Ca. 92806
(714) 635-1450

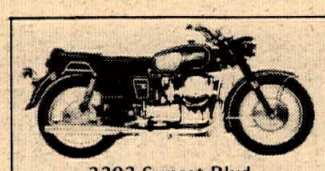
JONES SOUTHBAY MOTORCYCLES
DKW Parts Sales Indian
AJS Service Hodaka
213 S. Pacific Coast Hwy.
Redondo Beach (213) 379-2600

MXE
MXE
P.O. Box 1204
Torrance, Calif. 90505
(213) 326-7737
EUROPEAN STYLE MOTOCROSS SHIRTS
100% Nylon — Extra long tails — Will not shrink or fade — Comfortable in all types of weather — Satisfaction guaranteed or your money back.
Check One: Red ☐ Yellow ☐ Blue ☐ Green ☐
Check One: ☐38 ☐40 ☐42 ☐44 ☐46 ☐48
Send $12.95 Cash, Check or Money Order. Immediate delivery. Calif. residents add 5% sales tax.
DEALER INQUIRIES INVITED

Sales — Service ★ Parts — Accessories
LaHabra Yamaha
★ Husquarna ★
841 E. Whittier Blvd.
La Habra, Calif. 90631
(213) 691-8716 (714) 525-6200

HOLLYWOOD YAMAHAS
RACERS' SPECIALS
BRAND NEW
HT1 90cc MX — $369
AT 1 125cc MX $499
DT 1 250cc MX — $695
RT 1 360 MX — $799
While present stocks last
$$$$$$$$$ SAVE $$$$$$$$$
★ SALES PARTS SERVICE ★
OPEN 7 DAYS A WEEK
860 N. Highland, Hollywood
(213) 466-3404

CONLEY 250/360
Down Pipes — $49.95
Triumph Suzuki Motors
1049 W. Mission, Pomona, Cal.
91766 714-629-8642



World Cycles
MOTO GUZZI
3303 Sunset Blvd.
Los Angeles, Calif. 90026 (213) 662-1151

ORANGE COUNTY 1 Cycle
WEST
AJS, Maico
Penton, Yamaha
Norton, Husky
13666 Harbor
Garden Grove
(714) 530-7340

WE CAN DO IT
Special design & fabrication / heli-arc / machine shop / exhaust systems / repairs / competition accessories and preparation from moto-x to Bonneville.
Wheelsmith Engineering 3635 W McFadden
Santa Ana, Calif 92703 (714) 839-0150

Bultaco Crowns
Heavy duty for
Sherpa & Matador
Complete with wrench & bolts
$29.95 from B & B Spec.
P.O. Box 44382,
Panorama City, Cal. 91412

STEVE'S BULTACO
We Specialize in Bultaco Only
7627 Van Nuys Blvd.
Van Nuys, Cal. 91405
(213) 780-6300 (213) 994-7468
Open late Mon. & Fri. nights

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541.

FREE FREE FREE
Cycle News sticky and MIC "Less Sound — More Ground" button. Send self-addressed, stamped envelope to Cycle News West, P.O. Box 498, Long Beach, Ca. 90801, Dept. CNB.

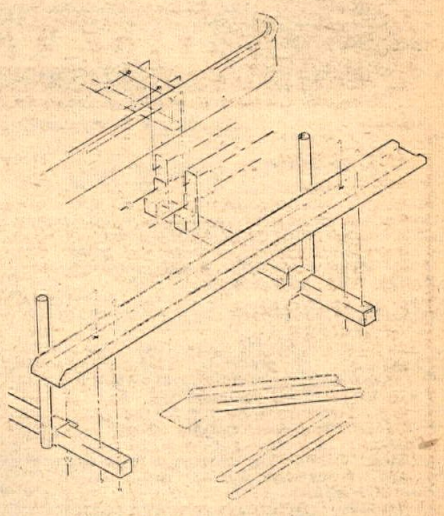
NOW
All new Cycle News Hot Hat — 50¢

NOT SO FREE
"Less Sound — More Ground" poster ("No Trespassing, No Damn Noisy Motorcycles") — 50¢ each. Write to above address.

BUSINESS OPPORTUNITY
MONEY MAKER, motorcycle accessory distributorship with retail outlet, Northern Calif. for all makes. Fully stocked, serving 200 dealers. Small investment and you are in business. Reason: retiring. (415) 536-9145 anytime.

YAMAHA EXPANSION CHAMBERS, high or low, all enduro models, $22 to $30. Silencers, $2.38. Custom chambers, buy factory direct and save. Call Pelton's Precision Engineering (213) 347-1241.

1971 JAWA 402 I.S.D.T.
Trials bike, new, excellent condition, hand built, spectacular price. Available at Triumph Suzuki Motors, 1049 W. Mission, Pomona, Ca. (714) 629-8642.



D & S M/C CARRIERS
Fits any vehicle, mounts to frame. 3332 Reta St., La Crescenta 91214. (213) 248-2850, (213) 248-2837.

'69 BONANZA MINI-BIKE with Hodaka 100 engine, $165.00. (213) 256-6238.

1970 405 AMERICAN EAGLE. Ridden 3 times, still brand new. Must sell, $595. Need cash. Simi (805) 526-6072 or 522-0164.

WANTED
'63, '64, '65 Ranchero V8, auto., sharp body. Ken (213) 245-8777.

'70 HUSKY excellent condition, skid plate, extras, $750. (213) 329-7983.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211.

SUZUKI, 1971, 250 MX, 3 mos. old. Injury forces sale. High & low pipes, extra gearings, plus all stock parts, $700.00. Very clean. (213) 344-9241.

1970 — 175 YAMAHA, $425. Call (213) 377-4255.

INSTANT CLASSIC
1969 Royal Enfield Continental G.T. 250, refer to December 1971 issue of Hot Bike magazine, page 50. If interested call: John (714) 628-5424 or write: 13067 7th St., Chino, Calif. 91710.

EXPERIENCED SALESMAN
Wanted — contact Mr. Sparks at Robert M. Law's Motorcycles, Anaheim. (714) 533-1746.

'68' VAN TECH BRIDGESTONE 100, Girling shocks, fork brace, Turner down pipe, fast, $250 or best. (213) 675-1780.

'71 KAWASAKI MACH III
New in April, Wixom fairing, turn signals, $850.00 or trade equity for 125/175 Yamaha M.X., etc. San Diego area (714) 278-2868.

1971 HONDA SL350 K1, extra lite, special quick light disconnect, Dunlop trials, extra 50 tooth sprocket, good hillclimber, $750.00. (805) 524-1155.

YAMAHA 1969, 175 MX — Rebuilt top end, chamber, Webco head, gearing, Petty fender, new tank, 4.00 Yokohama, extras — $350 or offer. New air cleaner. (213) 836-2109.

AT THE CHECK CHASE about 10 miles out of gas No. 2, someone loaned me a canteen and I would like to return it. Could you please get in touch with me. Greg Southwick, (714) 826-9143, Sled Riders M.C.

SUZUKI MECHANIC WANTED
Small shop needs "super wrench" to handle maintenance section. Pay open, fringe benefits. Call Dick at Allied Cycle, Newhall, (805) 259-5350.

GUARANTEED UNBREAKABLE
Motocross number plates, set of 3, guaranteed 1 year, only $4.50. Send check or money order to: Racer's Pit Stop, P.O. Box 588, Orange, Ca. 92666.

want ads

3-RAIL MOTORCYCLE trailer, large tires, fender. Ph. (213) 864-6718.

1971 DUCATI 450 R/T, 10 hr. old, $850.00. (213) 443-5712 days.

BIKE Trailer 2 rail, clean and sturdy, $95.00. (213) 985-3458.

YAMAHA AT1 ENDURO. 1970, perfect condition, 1400 miles, swing away rack included, $425. (213) 630-5928.

HONDA 50 4 speed, $80.00. 1966 Honda 450cc engine, $75.00. (213) 641-5112.

'71 CZ 250, FACTORY PEGS, exlnt. cond., wife forces sale, $950. (213) 542-4283.

1970 250 YAMAHA MX & Enduro parts. Hi-comp. head, expansion chamber, fork brace, comp. release, hi-fender, MX handlebars, recent overhaul, clean, $575. (213) 691-8850.

TRADE — 21"x3" FRONT WHEEL complete, 350 Kawasaki — for 19" wheel from 250 Kawasaki. Sale — 1967 Greeves 250, $350.00. (213) 833-5317.

'71 DKW MX, Akronts, 8 gauge stainless steel spokes, fresh E.C. Birt engine plus $100 spare parts, mint condition, $600. (213) 784-1283.

1970 KAWASAKI 238 Greenstreak. Many extras, excellent, $375. (714) 466-4717.

YAMAHA 100 '68, $200. Looks, runs like new. Fork brace, knobby, bars, Mavricks, chamber-silencer, rake plate, reliable, beginner's bike. Also 5 hp Powel Mini, $100. (213) 928-1564.

1970 HONDA 750. Good shape, plus some accessories, $1200. (213) 445-7356.

HUSKY Enduro tank, $50; DT1 Bailey pipe, $25. (213) 645-9664.

MONTESA Cota 250cc Trials bike. Super clean, $450.00. (714) 621-4279.

1970 GREEVES 380cc GRIFFON
Just cow trailed, less than 20 hours, new Trelleborgs, extra desert tank & sprocket, never used. Beautiful condition, need money fast, $695.00. (805) 543-4958.

'70 HODAKA RAT. K&N bars, Webco sprocket & pegs, ported, 26mm carb., knobbies & Hooker. Super fast & reliable, extras. $375.00 or offer. (213) 342-6816.

LATE TRIUMPH gas tank (new) complete, $35.00. H-D "K" model front wheel assembly 18", make offer. Need Greeves Griffon desert tank. After 5 (714) 894-1647.

"FOUND" at the Foothill Hawks 125 mile National, 11-7-71, one CHILD'S RED SLEEPING BAG. Contact: Frank L. Showers Jr., 4320 Alsace Court, Fair Oaks, Cal. 95628. (916) 967-9249;

1968 BULTACO PURSANG 5 speed, set up for desert, 25 hrs on rebuilt engine, $400.00. (714) 797-3549.

FOR SALE: 1970 Rickman Westlake 500 B.S.A. Going skiing, beautiful condition, $850.00. (213) OS 5-1922.

1971 HUSQVARNA 400. 8 speed, completely set up for Baja by Malcomb Smith. "Fast", many xtras, must sell, $1500.00. Lost Bell Magnum with blue & yellow sock at Check Chase. (714) 622-8635.

FOR SALE: 1970 360 Bultaco like new, ridden only 5 times, many new spare parts. $550.00 or best offer. (213) 968-3459.

1970 MAICO X5 400 MX. Must sell because of injury. Top end & trans has been gone thru, has only 1 hour running time, $750.00. (714) 871-1806.

TRACKMASTER SUZUKI
"R" barrels, Barnes wheels, disc brake, Ceriani, Konis, complete microseal, super fast & dependable, $1200. (805) 486-6688 after 6.

HODAKA 100. Ceriani front & rear, Hi-head, rel., Filtron, racing piston, chamber, J&R silencer, skid plate, extras, $250.00. (714) 842-2272.

'69 MOTO BETA desert bike, super reliable, 26 Mikuni, modified frame, Cerianis, chromoly bars, new bore & piston, 21 & 18 Akronts, XLNT. condition, $325. (805) 498-4716.

WANTED — Yamaha 90 MX barrel and carburetor, make offer. Call (213) 596-7086.

1971 YAMAHA 360 MX — Good shape, $650.00. (213) 445-7356.

1969 125 PENTON. Mikuni carb, new bars, Akront rims, never bored, $360. 1970 250 CZ, Akronts, Mikuni carb, engine completely rebuilt, $750. After 5 (213) 371-9957.

1971 YAMAHA, 250 MX. Excellent cond., $600 cash. Call (213) 333-4018 after 6:00 p.m.

1969½ BULTACO PURSANG
Clean, fast, reliable, many extras, great condition, wife nags, must sell, $475.00. (714) 530-8484.

BULTACO 175cc
Ready to race. Drafted, must sell! Call Bruce (213) 545-1261.

"DEACON"
Anxious for the D.D. big wk. end. Miss you & ALL our friends — will be ready & waiting for you.
Number 1 Check

LOST BELL HELMET: Silver Bell Magnum with blue & yellow sock. Was in Simpson Helmet Bag with gloves, goggles & kidney belt. Call collect (714) 622-8635. Good Reward.

1970 NORTON COMMANDO engine and transmission complete. 4,000 miles, $550.00 or best offer. (714) 442-1529.

CZ 360, '70½, PERFECT, loaded w/extras, spares, tools, seldom ridden, $795.00. (714) 444-8236.

'70 YAMAHA CT1 eng. ported to MX specs., very fast, many xtras, clean, set for dirt, $395.00. '68 Honda CL 90, 1460 mi., very clean, xtras, $175.00. (213) 242-3045.

STREET SCRATCHER
500 Suz., tweaked, satin chromed R.R. frame, 4 gal. English glass R.R. tank, alloy rims, Goodyears, etc. Must see. $650 or ? R.G. Wakefield, 6340 Lankershim Blvd. Apt. 104, No. Hollywood, Cal. 91606.

1969 YAMAHA — Lots of extras. Call Barry day (213) 390-5008, nights & weekends (213) 836-2841.

Yamaha of El Monte
is proud to announce the opening of second store *Tuesday, Nov. 16*
Alhambra Yamaha
1850 W. Valley Blvd.,
Alhambra 91803
(213) 289-5301

INTENSIFIED CROWELL CYCLE SHOP
Complete Parts & Service
OSSA MAICO HODAKA
10427 Prairie Ave., Inglewood, Ca.
(213) 673-5562

CHAMPION YAMAHA
21 point tune up and service for Yamaha's and Honda's
single cylinder — $22.50
twin cylinder — $27.50
Parts & labor included
One day service
708 Sepulveda (Coast Highway)
Manhattan Beach (213) 379-2468

SPECTATOR LIABILITY AND PARTICIPANT INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS.
S. HARRIS PINSKY OF MICHAEL BENDER & ASSOCIATES, INC.
5225 WILSHIRE BOULEVARD, Suite 420
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED

CZ OSSA MAICO DKW PENTON
TRIUMPH SUZUKI MOTORS
"Mail Order all parts"
1049 W. Mission, Pomona, Cal. 91766
(714) 629-8642

---

southland cycle center
Suzuki 400
motocross in stock
8141 Garden Grove, Ca.
(714) 893-5091

MOTORCYCLE SALVAGE
Complete Rebuilding
New & Used Parts & Accessories
Mon-Fri. 10 — 10 **828-6260** Sat. & Sun. 9 — 5
PARTS UNLIMITED
8402 Monroe No. 1, Stanton, Calif

NELSON'S M/C REPAIR
OSSA Sales PARTS Service
2362 3rd St. Riverside, Ca.
Mail Order Service (714) 686-3383

Rickman Maico Zundapp Carabela Puch
Precision Cycle
Home of the winners
WE'LL BEAT PLUS
Any deal you can get on one of these new bikes.
The kind of service and cooperation it takes to win a race.
4573 Artesia Blvd. Lawndale, Calif. 90260
(213) 370-8822
• E.C. — Joe — Bob •

TED EVANS MOTORCYCLES
TRIUMPH - BULTACO
YAMAHA
★ **MAICO** ★
All models in stock
We have a full line of PARTS and ACCESSORIES. Fast mail order service to anywhere.
13347 W. Washington Blvd.
Los Angeles, Ca. 90066
(213) 390-3406

CRANK REALIGNING **PUCH** PORTING SPECIALISTS
SUZUKI MAICO
Mail Order On All Parts 213—980—3715
COLE BROS. M/C
5906 Lankershim Blvd. N. Hollywood

THE SILENT ONE
Silencer pipes and bolt on silencers
NO POWER LOSS
RUGGED STEEL CONSTRUCTION
Priced right — Come & see
TURNER CHAMBERS
8052 E. Rosecrans, Paramount
(213) 531-1619

We service what we sell
DKW Husky
parts & accessories
BMW Specialties
411 West Whittier Blvd.
Montebello, Calif. 90640
(213) 724-9474

ALL CZ MODELS IN STOCK
also
Full line of Kawasakis and Nortons
Come in and ask about
SOUTH BAY M/C's
CZ RACERS PACKAGE
2001 Artesia Blvd., Redondo Beach
(213) 379-3344

ACTION CYCLE
KAWASAKI
HUSQVARNA MAICO
Sales • Service • Parts • Accessories
19322 Beach Blvd.
Huntington Beach (714)968-3306

JEECO
Endorsed by Baja winners: Malcolm Smith, Gene Cannady
GRAPHAPLATE
6 or 16 oz. can
Distributed by Webco, Inc. and K&N G.P. Products

Montesa · DKW · DUCATI
NOW ALSO **MAICO**
Competition Service, Inc.
1244 NO. GAFFEY ST.
SAN PEDRO, CALIF. 90731
PHONE 547-2203

Suzuki, Greeves, Ossa, C-Z, Maico,
DOWNEN'S INC.
11835 E. Carson St.
Hawaiian Gardens, Ca. 90716
(1½ Blks. E. of 605 Fwy. off ramp)
(714) 521-5343 or (213) 431-1223
(213) UN 5-8223
Hrs: Mon.-Fri. 9-7, Sat. 9-4, Closed Sun.

SERVICE MANAGER WANTED
Excellent opportunity. Must have minimum 5 years' experience on 2 & 4 strokes. San Fernando Valley. Supply references. Send qualifications to Cycle News, P.O. Box 498 C, Long Beach, Ca. 90801.

MAICO 1970, 360. Good cond., $550.00. (213) 691-0119.

'70 MAICO 400 MX
Excellent cond. See at Precision Cycle Sales, 4573 Artesia Blvd., Lawndale, Calif. 90260. (213) 370-8822.

OLD MAN'S BIKE
'68 Greeves 250. Cerianis, new top end, immaculate, trailed only. (213) 883-5483.

HONDA S90, 100cc, H&C cam, Barnett clutch, Filtron, $125.00. Jeff (213) 438-7976.

'70 C.Z. 250, extras, clean, $625.00. (213) 632-0575.

BULTACO Pursang front fender, $8.00. Rear fender section, $17.00. (714) 827-6218.

4 NEW G78x15 GLASS BELTS on Chev. van wheels, $100. (714) 821-5457.

WANTED SMUGGLER TRAILER
Must be clean and reasonable. (714) 595-7668.

1971 YAMAHA 360 wrecked, parts for sale. (714) 542-9979.

1970 SACHS MX 125, exlnt. condition, must sell, $425.00. Mike (213) 287-9574.

'70 YAMAHA 250 MX expansion chamber, new, $30. (213) 820-3265.

WANTED: Hodaka engine, reasonable. (213) 391-9562.

1970-9/10 HODAKA Super Rat. Excellent condition, extras, sacrifice, $350. (213) 786-6566.

CHENEY-WESTLAKE BSA, $1,500.00. Complete set of spare parts. (213) 262-6459.

HODAKA — Hi head, rac. piston, chamber, Filtron, Boge, comp. release, fork brace, knobby, bash plate, MX pegs, x-cond. $325/offer. (213) 454-5294.

1968 YAMAHA 250 ENDURO. Street legal, Girlings, Filtron, knobby, 700 miles on top end, clutch and tire, new paint, spare sprockets and parts. $375.00. (714) 633-7387.

"HARLEY BAJA"
Cross 4 Akronts, Girlings, Hooker tuner, Diamond, new seat, loaded. Moving up to 250, $425.00. (714) 599-2944.

1971 BULTACO PURSANG
'A' model, many modifications, race ready for T.T. or flat track, very fast, excellent condition, $850. (805) 942-1549.

HUSKY 400cc. Clean, good condition, Honda seals, Filtron, $850. (213) 425-4351.

SUPER BUL — 1967, 250 Matador. Immaculate, chamber, Akronts, '71 license, $300. (213) 431-9907.

GREEVES MK5 CHALLENGER
1968 — 250cc Springer front, recent rebuild engine & trans., new clutch, new rings, Maguras, Filtron, spark arrester. Very reliable, excellent condition & appearance, $365.00. (213) 325-0954.

1970 400 MAICO, extra tank, sprockets, few racing miles, $700. (714) 772-5838.

1971 JAWA 402cc ISDT excellent condition, all extras, $800. (805) 765-6730.

1970 YAMAHA 250. Excellent condition, must sell, $450.00. (714) 646-4685.

'69 SACHS 125
Filtron, expansion chamber, silencer, street licensed, xlnt., rebuilt trans., $350.00. (213) 697-8545 after 3 p.m.

WANTED — Stock DT1 carb. Also complete engine, no junk. (213) 328-8329.

'70 TS250 SUZUKI SAVAGE. 1600 miles, looks and runs like new, $545. Call (213) 691-3576 Whittier.

'62 CHEV. GREENBRIER van, all windows, exc. cond., $525. (213) 820-3265.

1971 KAWASAKI 175, 580 miles, take over payments or $550. (213) 949-4307.

WANTED — 250 CZ
'70 or '71 model. Must be clean. Contact Rich: day (213) 770-0934, after 7:00 (213) 645-2851.

1971 NORTON SUPERBIKE 750cc
Roadster, 1200 miles, high bars, red. Asking $1525 or trade for cherry 400 Husky + cash or ? Let's deal! (714) 968-5772.

1969½ 125 PENTON MX
Excellent cond., very clean, must sell, $300. Call (805) 967-2508.

EVEROAK Racemaster helmet, $15.00. Luggage rack for 650 Triumph, $8.00. Evenings after 6:00 (213) 379-6315.

SALE AND TRADE
Rickman Metisse 125 (shift kit) $595 or trade plus cash for 1971 250 Bul., Ossa, Husky. Sell 1971 Triumph Bonneville (street) $1,000. (714) 871-5167.

250cc GREEVES RANGER '68. Desert glass tank, comp. release, Filtron, TT seat, street legal, $400. (213) 367-1635.

1970 BULTACO Sherpa "T", mint, $600.00 or trade for Triumph. (213) 846-7820.

WANT Sachs front shocks or Curnutts, '69 Sachs hi. pipe. (714) 796-8676.

1971 BULTACO PURSANG "E", 6 months old, Filtron, M.X. equipt., like new, must see to appreciate, $725.00. (714) 776-5283.

YAMAHA 125 MX, lots of extras. Asking $350.00. (213) 349-1272 or (213) 349-6072.

TRADE: 21" WHEEL
Akront laced to DT-1 hub, for stock 19". (714) 528-8093.

1970 BULTACO 125cc LOBITO. 21" front wheel, Akronts, expansion chamber, extras, clean, dependable, must see to appreciate. Buena Park (714) 827-6218. $345.00.

...CHERRY HODAKA 100...
New inside and out with many goodies — $250. (213) 764-3368.

FOR SALE: Maverick Mini Bike — desert bars, Bob Bailey pipe, silencer, excellent condition, great for Christmas, $175.00. After 6:00 p.m. (213) 443-1815.

1970 YAMAHA MX, 21" tire, completely rebuilt, xtras, fast, $475.00. (213) 887-9793.

1971 HUSKY 400 Cross. Excellent condition, extras. (213) 790-0347. $1,050.

want ads

YAMAHA 250 DT1. Many extras, cherry, $400. Motocross leather pants, solid blk., silk lined, worn 3 times, like new, $35. (714) 521-0498.

BULTACO 125 trail. Leading link, Filtron, Mavricks, Torquey, excellent condition, $250. (213) 457-7142.

1970 BSA 750. 4000 miles, $945.00. Trade for smaller Honda. (714) 528-1996.

HODAKA 90, perfect cond., low miles, wife's dirt bike, $300.00. (213) 842-5885.

'71 MAICO — Excellent, many extras, $825.00. '71 SUZ. trailhopper, $200.00. (213) 597-5891.

KAWASAKI Green Streak, 100cc, mint condition, $400. 25 miles on bike. (213) TE 1-1505.

MAICO 360 X4-A, Mikuni, you won't believe it until you see it, $650. (213) 454-2492.

1970 HODAKA, dirt bike. Expan. chamber, hi compression head, Cerianis, $300. (714) 639-6169.

'70¾ BULTACO Pursang, skid plate, 19" front wheel, not raced, $575. (213) 427-0848.

1968 RICKMAN DUCATI 250cc. Ceriani, Akronts, Filtron, extra speed equip., excel. cond. $425.00 or trade for VW or ? (213) 889-0083.

'70½ BULTACO 125cc. Curnutts, floating brake, Diamond chain and more, $485.00. (213) 429-2739.

1970½ YAMAHA DT-1C 250 MX. Used very little, excellent cond., many extras, 21" front wheel, comp. release, etc., $595. Come see. (213) GA 2-8885.

BULTACO 250cc dirt bike, $350. Mini bike, $80. (805) 252-4338.

'70 YAMAHA 175. High compression head, expansion chamber, high mount fender, new top end and much more. See to appreciate. First $475 takes it. (213) 691-7151.

TRAILCRAFT 3 rail motorcycle trailer, like new, $125. (714) 546-8207.

1969 SUZUKI 250 X6 damaged but runs good, needs head light and frame work, $375.00. Call after 5 (213) 530-2629.

'70 HONDA SL100
Bored to 125. Cam, 21" wheel, long wheel base, only 1400 mi., $375.00. Street or dirt. (805) 495-5622.

1969½ MONTESA 360 excellent shape, $550.00. (213) 443-5712 days.

CZ 360 M/C 1970¾
Special factory made bike for professional, faster than 380, better than new, must be seen. Call (213) 838-3486 Monday thru Friday after 5 pm, weekend all day.

'71 HUSKY 400 MX
Honda seals, Filtron, just like new, must sell, $1250.00. After five pm (213) 334-1996.

Who rides like
"POETRY IN MOTION?"
I do, David Turk, No. 81r; if you don't believe me, call (213) 776-4848 and ask my mother!!
Thank you! Thank you!

BSA 441 VICTOR. Super clean and shiny. 1969, Bates seat, wide bars, two sprockets, Filtron, capacitor ignition, 1971 license, 4200 miles, $600. (213) 374-3858 evenings.

'68 YAMAHA DT1-250. New engine, extras, must sell, $450.00. (714) 494-7081.

MATADOR "70¾", 1500 mi., st. legal, clean, $500. (213) 799-0770.

'69 BULTACO 125cc. Original condition, rarely ridden, reliable. Eves. (213) 596-2193.

1971 YAMAHA Enduro 125. Like new, only 700 miles, $435.00. (213) 641-5112.

FOR SALE: 1970 125 Sachs Cross Country, $350.00 and a 1970 Kawasaki 90 Bushmaster, $200 or best offers. (213) 860-7164.

TRADE — 1963 CHEV. station wagon, V-8, for later model 175cc or 250cc Motocross bike or $400.00. Will consider adding "some" cash with car, if necessary, for race-ready bike. (213) 633-9950.

1971½ CZ "400" 3 mos. old, like new, $1025. (714) 729-5671.

SUZUKI, 1970½ 250
Chamber, Filtron, Webco fork springs, Mavricks, high pressure gas cap, Doherty grips, extra tires, parts, never raced but fast and reliable. I also have street equipment. Must see, $530. (714) 539-2706.

"71 BAJA"
26mm Mikuni, porting job, Akront, Cross four spoke battery, custom seat, fast, excellent condition, $495. (213) 780-3769.

1970¾ TS-90 SUZUKI, $270.00. Also Mini Honda, $170.00. Call (213) 479-5674.

BULTACO MATADOR FR. WHEEL
A-1 condition, new Akront 19", new tire, $60. (213) 728-0957.

RACING SPECIALISTS IN AJS & NORTON
Racing experience since '48

AJS

Job well done, Morris Malone, No. 88 250 Expert — AJS mounted and riding for Stormers Ltd.
ACA Motocross, Saddleback, Oct. 31 — 1st, all 3 motos, with McDougal, Bowers and Hoover behind.
CMC Motocross, Saddleback, Nov. 7 — 1st Overall with Urban 2nd.
You can't call that cherry pickin!

Fast mail order on parts & accessories

Engine mount bolts (exceed NV service release A-34 specs) $3.98 a set

Every Ajay sold has our specialized, experienced set-up service

Unbreakable pivot bolts for Ajay — $34.95

stormers ltd.
8412 Katella, Stanton, Ca. 90680
(714) 827-2650

Write or call for free brochure and ask about our SY 41

Rickman

Complete 1972 line-up at LOW, LOW prices

Rickman 125 MX
Rickman 125 Enduro
Rickman 250 MX

KOLBE CYCLE SALES, INC.

22123 Ventura Blvd.
Woodland Hills (213) 348-7891

Dealers write on letterhead **GARY BANG** All Sizes in Stock

SPOKES

21426 Sherman Way
Canoga Park, Calif. 91303
(213) 348-8963

SCUDERIA

HUSQVARNA ● PENTON
SALES ● SERVICE

Everything for bike and rider from our $10,000 parts and accessory inventory.
All models of Huskies on floor and race ready!
The most expert repairs and modifying available anywhere . . .

● frame & swing arm modifications ● custom engine & cylinders ● wide & close ratio trans mods ● fork seal machining & fork straightening ● wheels trued & spoked ● dual ignition & twin-fire set ups ● lights, speedo & enduro set ups ●

2419 Artesia Blvd.
Redondo Beach, Calif. 90278
(213) 542-1695

MONTESA

YOU CAN TEST RIDE MY King Scorpion

Find out for yourself if the "King" is really the best 250 Street-Scrambler in the known world.

(213)663-8258

JIM HUNTER Motorcycle Repair
Specializing in BSA Repairs & Used Parts
Parts
Also Mail Order
1140 S. Cypress St. Unit "A"
La Habra, Cal. 90631 (714) 525-1504

— Yamaha — Service — Husky — Sales — BSA — Penton — Silencers —

— Motocross — Machine Shop — Desert — Leathers — Parts

CRASH

Elsinore G.P. 1970

Malcolm Smith's K & N Motorcycles

That is the only thing that has stopped Malcolm Smith and Husqvarna from finishing since the I.S.D.T. of '66

Freeway at our door
Open Tues. — Sat. 8:30 to 5:30
But don't call "On Any Sunday" or Monday

Truly Husky Specialists

We have 400 — 8 speeds, MX models
Plus special street legal MX set-ups.

1689 W. La Cadena
Riverside, Ca. 92501

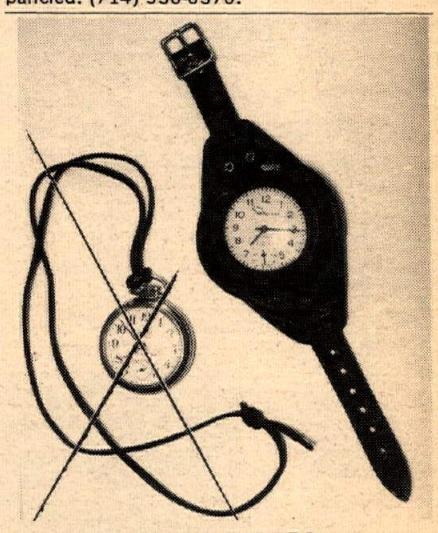
(714)686-8014

— Mail Order Parts — Accessories — Hodaka — Silencers —

— Trials — Gloves — Road Racing — Boots — TT — Helmets — Desert —

WANT A HOT HAT?
Would the following people who sent money for a Hot Hat please send Cycle News their address? STEVE BATEMAN, STEVE TRUE, MIKE JONES.

'68 DODGE VAN 108"
V-8, auto, air, new engine & trans., mag tires, paneled. (714) 536-8370.



ENDURO RIDERS, END YOUR HANG-UPS!!
Genuine Leather wrist pocket watch holder. Custom made for standard 2" pocket watch. $7.95 postpaid (Calif. Res. add 5½% tax). Discount to Dealers. Milligan Enterprises, 20 Westall Avenue, Oakland, Calif. 94611.

HARLEY BAJA "71", $450.00. Ported, Akronts, Curnutt shocks. (714) 956-1883 or (714) 526-2126.

YAMAHA DT-1 MX
Has many motocross extras, very fine condition, $395.00. (213) 675-6443.

FOR SALE
Murray drag frame. Forks & front wheel, bars, rear fender, $350.00. Write for further info. for Sportster. Bruce D. Shively, 618 N. Santa Anita Apt. A, Arcadia, Calif. 91006.

'69 SACHS 125, bought new in '70, Curnutts front and rear, chromoly bars, hi-comp. head, new piston and overbore, new shifter and seals, new sprocket and chain, $425. (213) 352-3670.

1970 SUZUKI TS250, perfect, $575 or trade up. Evenings (714) 527-4476.

CAMPER SHELL factory made roll out windows. Paneling, 8'4"x6'3" W outside, 6' inside, $225 firm. Kawasaki G4TR expansion chamber, $20. (714) 544-0056.

HARLEY BAJA 100cc, race ready, over $700.00 invested, sell $400.00. (805) 947-9511.

C-Z 250, '69. Lots of extras, $550.00. (714) 686-9547.

FOR SALE: 1970 Yamaha 360 Enduro. New Oct. 1970, 1700 miles, showroom condition, stored since Feb. $675 FIRM. (213) 893-3158.

SACHS 175 (basket), $75.00. (213) 672-3862.

YAMAHA AT-1B with CT-1B top end, Webco head, ported, 2 pipes, Filtron, Barnett, Mavricks, reworked front, much more, street legal. Eves. (213) 675-3976.

1968 TRIUMPH 250, $200. 1969 SUZUKI SAVAGE 250, $470. Large heavy duty utility trailer, $100. Call Santa Monica (213) 395-8704.

WANTED — 250 MX cyl. for YAM. boreable. For sale: Hi & lo exp. chambers, MX bars, sprockets and two sets of shocks for 250 Yam. Need money for repairs. Come see at 621 Flint Ave., Long Beach, California — near CSLB.

WANTED — YDS-3 YAMAHA TWIN motor only. Must be in good running cond., need parts from TD-1B. Afternoon (805) 965-2889.

'70½ CZ
Never raced, Konis, down pipe, Akronts, extras, $700. (714) 968-5496.

1971 125 SHERPA S. Spare tank, Petty fenders, and more, $575.00. (213) 375-5028.

YAMAHA LATE 1970 AT1. Low miles, street legal, extras. $375.00 or best offer. (213) 785-5258.

'69¾ HODAKA 100
Modesett chamber & silencer, Webco head, K&G Filtron, Ceriani shocks, fork brace, Rickman bars, quick throttle and original street equipment, $350.00. (714) 524-3838.

1970½ HONDA TRAIL 70, blue, 3 speed, MX bars w/ext. mount. Engine recently reconditioned. $225 mint condition. Call Larry at (213) 454-7684.

Want Ad Blank

Name _____

Address _____

City _____ State _____ Zip _____
(Include area code with phone number)

★ PLEASE PRINT AD HERE
☐ Check here for BOLD HEADLINE ($1)

_____

_____

_____

_____

(More replies if you include price!)

Area Code ( ) Phone number

CYCLE NEWS CANNOT BE RESPONSIBLE FOR ILLEGIBLE PHONE NUMBERS!

★ Private Party Rate ★
Ten words $1
11 thru 25 words $2
(over 25 words, 10¢ per word)
Headline in BOLD TYPE ..... $1 extra
Pictures ..... $3 extra
(Sorry, we do not bill private party ads)

★ COMMERCIAL ADVERTISERS RATE ★
Ten words $2
11 thru 25 words $4
(over 25 words, 20¢ per word)
BOLD Headline ..... $2 extra
Photo ..... $6 (your photo)

FREE ADS — if you have something to give away (10 words maximum)

WANT AD DEADLINE — Friday noon for following Wednesday publication

SEND CASH, CHECK OR MONEY ORDER TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CA. 90801

MALCOLM SMITH & GUNNAR NILLSON TAKE BAJA 1000 WITH OUT-OF-THE-CRATE 400cc HUSQVARNA

A rugged, grueling course for one of the toughest races around has again met its match. Malcolm Smith, winner of this year's Baja 500, proves again why he's called "Master of Baja". Malcolm arrived at El Arco, the half-way point, to turn the bike over to partner Gunnar Nillson with a time 4 minutes faster than in 1970. Gunnar's riding duties took him through the dark, over terrain that became tougher and tougher, but he still kept up the lead that Malcolm had established earlier in the day. Their 400cc Husky, pulled out of the crate only days earlier, brought them in First Bike and 2nd Overall, being defeated only by a four-wheel monster of over five times their size.

Another Husky entry in the 125cc Class took a Second, in spite of a split gas tank. Bruce Dunford and Lars Eric Johansson deserve credit for a well ridden race, even with the added obstacle in their path to victory.

Watch for our new Lightweight.

Med-International, 4790 Palm Avenue,
La Mesa, California 92041

Steen Hansen Motors, 3619 109th Street,
Edmonton 73, Alberta

Choice of Champions

Husqvarna
OF SWEDEN